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Jockusch, Davison & Co., grain, hay exporters.
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McGuire-Atwood Co., grain commission.
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Miller & Co., grain commission.*
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Jones & Morey Co., grain brokers.*

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Reinhardt & Co., Geo. N., grain and hay.
Rubins Bros., grain commission.*

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Mills Bros., grain commission.
Roberts, Moschel & Mostman, grain commission.*
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Fraser, C. C., grain broker.
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Miller & Sons, L. F., grain, seed, hay.*
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Rosenkrans-Snyder Co., grain and mill feeds.
Richardson Bros., grain, flour, millfeeds.
Rogers & Co., E. L., grain, hay.*
Stites, A. Judson, grain and millfeed.
Walton Bros., grain and feed.*
Woolman & Co., S. C., receivers and shippers.*

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It is printed on ledger paper in two colors, red and black. The red figures show the pounds and the black the
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The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat Clover
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These tables are bound in heavy manila and form a thin book 2½-in wide by 8½-in long. Price 50 Cts. Address
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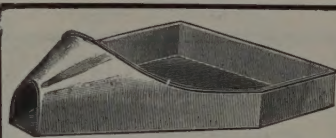
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It is no speculation to ship us your grain. It's a sure thing you will be satisfied.

L. BARTLETT & SON CO.
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Grain Commission

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THE UNION ELEVATOR CO.

Buyers and Shippers of

Corn, Oats, Wheat, Hay & Straw
CLEVELAND, OHIO

We are in the market at all times for "off grades" of grain

BUFFALO, N. Y.

Globe Elevator Company

We are located on the Michigan Central, Grand Trunk, and Wabash Railroads. If you can ship your grain to arrive at Buffalo via these lines, we believe it would be to your interest to do business with us. We will bid you delivered Buffalo or handle on consignment. We have a large eastern trade and do a large local business at Buffalo.

Our facilities enable us to handle grain arriving out of condition to the best advantage market will afford.

203-16 Chamber of Commerce
BUFFALO, N. Y.

**ROBINSON'S Telegraphic
Cipher Code** (Revised)

Is more extensively used by
Grain and Provision Dealers

than all other codes combined. It is compact, small and can be easily carried in the pocket. Get the latest edition; by using it your messages will be understood, you will save time and expense.

Price, leather, gilt edges, \$2.00.

Your name in gilt letters on front cover, 25c extra.

GRAIN DEALERS JOURNAL

255 La Salle St.

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GRAIN BROKER

PORTLAND, MAINE

Connection wanted with a good roller oats mill

SAGINAW, MICH.

THE HENRY W. CARR COMPANY

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General Selling Agents, Commission Merchants
Receivers corn, wheat and all kinds of feeds.
Shippers oats, rye, buckwheat, barley, hay, straw, potatoes, etc.
Correspondence and consignments solicited.

CRAWFORDSVILLE, IND.

GRABBS REYNOLDS
TAYLOR CO.

GRAIN AND CLOVER SEED

CRAWFORDSVILLE . INDIANA

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E. A. GRUBBS GRAIN CO.
Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

KENTLAND, IND.

Try

Our Special Brand of White Oats
McCRAY, MORRISON & CO.
GRAIN SHIPPERS Kentland, Ind

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GRAIN MERCHANTS

Battle Creek - - - Michigan

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STEINHARDT & CO.

GRAIN BUYERS AND EXPORTERS

We have a fully equipped department for handling consignments of grain.
NEW ORLEANS, LA.

A. F. LEONHARDT & CO.
GRAIN AND HAY
NEW ORLEANS, LA.

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Tables**

Reduce pounds to bushels in car load lots. Oats (32 lbs.), six tables 20,000 to 86,000 lbs. Corn (56 lbs.), eight tables, 20,000 to 108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to 108,000 lbs. Barley (48 lbs.) six tables 20,000 to 86,000 lbs. The tables are printed in two colors on good paper. Price, Leather binding, \$2.00; Cloth binding, \$1.50.

GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

POWER CAR LOADERS FOR ELEVATORS

The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.

THE IDEAL CAR LOADER CO., Allenville, Ill.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

The ONLY Car Loader
That Will Not
Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind.,
August 15, 1907.

Mattoon Grain Conveyor,
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

Mattoon Grain
Conveyor Co.
MATTOON, ILL.

MAROA MFG. CO. Maroa, Ills.

Gentlemen:—Enclosed please find draft to balance account. The loader is doing good work and I am well pleased with it.

IVESDALE, ILL., AUG. 8, 1908.

MAROA MFG. CO.

Dear Sirs:—Herewith find check to pay for loader. It is doing splendid work.

Yours, etc., THE IVESDALE GRAIN CO.

IVESDALE, ILL., AUG. 13, 1908.

In June, 1901 we sold Mr. Camp a No. 12 Boss Car Loader for his Ivesdale house and in August, 1902 he purchased one for his elevator in Bement. In May 1902 we sold one to Mr. W. W. Porterfield in Ivesdale and on the second day of last July we received a letter from the Ivesdale Grain Co. saying they intended to buy a loader so we had better send a man to see them. We did so that day and the next day we shipped them a No. 14. Of course Mr. Camp's old loader was still in successful operation otherwise his competitors would not have wanted a loader of that kind, but when he saw the new one they got to be proposed a trade which we made.

We make them in five sizes all of which we carry in stock for prompt shipment and send them with the understanding that if you are not satisfied with them in every respect you may return them at our expense.

Maroa Mfg. Co.,

Maroa, Ill.

Shippers' Record Book No. 20.

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for itself:

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Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and - sell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.

By J. E. Keel.

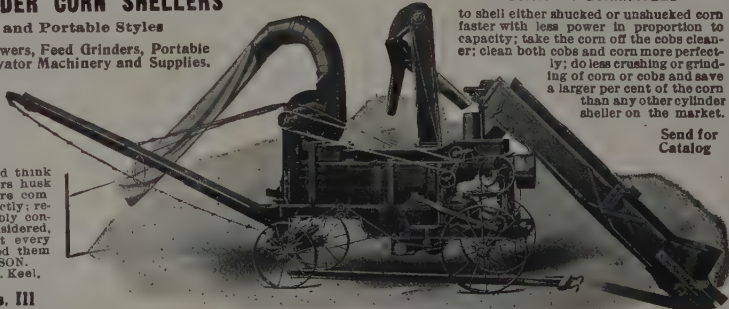
MARSEILLES MFG. CO. Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleanly; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for
Catalog



Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8½ x 13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

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Grain Dealers Journal
255 La Salle St., CHICAGO, ILL.

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This is a new feature of a successful



FRICTION JAW CLUTCH

Positive Safe Economical
Full Equipments for Grain Elevators

THE STANDARD CLUTCH MFG. CO.
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\$10 to \$30

SCALES

PITLESS WAGON SCALES AUTOMATIC GRAIN SCALES

New Designs and Styles
Write for Catalog G. D.

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COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½ x 14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

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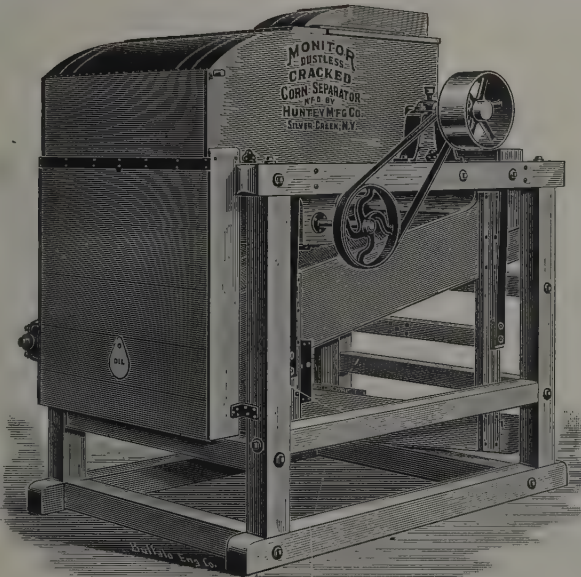
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255 La Salle St., CHICAGO, ILL.

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Send for samples.



Our Customers

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The Monitor Cracked Corn Separator

HUNTLEY MANUFACTURING COMPANY

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SAN FRANCISCO, CAL. Berger-Carter Co., Mississippi and 17th Sts.
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AVERY Automatic Scales

FOR SHIPPING AND RECEIVING GRAIN



"No Live, Progressive, Up-to-Date Grain Dealer should be without the AVERY, and, once tried, will not be without them."

WALLACE GRAIN CO.
Cresbard, S. D.,
April 4, 1908.

Use a Well Tried Scale
AND RUN NO RISKS

AVERY SCALE CO.

North Milwaukee

Wisconsin



The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weights and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insure its durability.

J. D. EARTHART & SON
DEALERS IN

GRAIN AND COAL

PARTRIDGE, KANSAS NOV 14, 1907.

McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights, I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale, I can recommend it to any one who wants something good.

Yours truly,

J. D. EARTHART & SON.

WRITE FOR CATALOG

McLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

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255 La Salle St., Chicago, Ill.

RICHARDSON'S Automatic Elevator Scale

In operation at J. W. Witt's Elevator on Lebanon, Ind. Hundreds of other successful installations.



READ
THIS

"We presume you are always glad to here good reports about the action of your Automatic Scale, and we are pleased to record our satisfaction with the one we recently installed.

May 1st we shipped to Chicago, Car No. 29644 Q, our weight 1055-bu., Chicago weight 1054-bu.

May 16th we shipped to East St. Louis, Car No. 100827 Q, our weight 1410-bu., out-run weight 1409-bu. and 40 lbs.

May 27th we shipped to E. St. Louis, Car No. 30056 Q, our weight 1075-bu., out-run weight 1074-bu. and 25 lbs. This satisfies us.

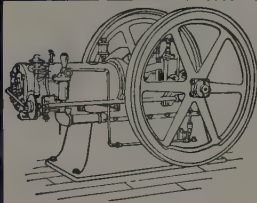
McADAMS & JAMES.

Address, RICHARDSON SCALE COMPANY,

3 Park Row, New York.

122 Monroe St., Chicago.

POWER FOR GRAIN ELEVATORS

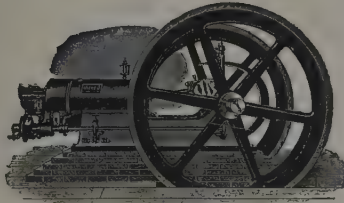


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Gas
and
Gasoline
Engines**

(All sizes)

Used by many lines of elevators.
Used by the U. S. Government.
Used by some of the largest railway systems in
the United States.
Let us tell you why.

OHIO MOTOR CO., 315 Dearborn St., Chicago, Ill.



WITTE GAS AND GASOLINE ENGINES

Any size for all kinds of fuel. No engine can be more economical or reliable. We assume the risk and demonstrate that our engine is superior. Perfectly Safe—No Fire Danger—Easy to Start.

Five Year Bond Guarantee

The most modern gas engine factory in America.

Prompt deliveries. Complete equipments.

Write us for elevator power Catalog X.

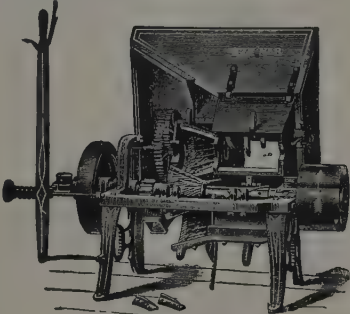
WITTE IRON WORKS CO. 526 West 5th Street, Kansas City, Mo.

Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and
Grind all kinds of small grain; *separately or
mixed*. Will grind Kaffir Corn in the Head.
*Have Conical Shaped Grinders. CAN RUN
EMPTY WITHOUT INJURY.*

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also
make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

FOOS GASOLINE ENGINES ARE ECONOMICAL

For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing efficiency of engine.

FOOS Engines, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses common to most engines. Write for Catalogue No. 20. THE FOOS GAS ENGINE CO., Springfield, O.



OTTO ENGINES

OTTO SUCTION GAS PRODUCERS and OTTO ENGINES

are reliable and can be operated by men of ordinary intelligence.

J. A. Witter, Engineer for the Beaver Crossing Electric Light & Power Co., Beaver Crossing, Neb., writes,—

"Please send me a book of instructions on handling and running your gas producer and engine. I have been running this one on horse sense but that might not work at all times. Plant works fine."

This man, without special instructions but with the use of "horse sense" causes his plant to work fine. There is a volume of praise for "OTTO" machinery in Mr. Witter's short letter.



OTTO GAS ENGINE WORKS, Phila., Pa.

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Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

If Your Business

isn't worth advertising
advertise it for sale

Burrell Improved Manlift



This lift is so well known it is useless
to describe it.

Everything for the Elevator



means Best Built

BURRELL MFG. CO., 253 So. Jefferson St., Chicago, Illinois

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of net bus. Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10 1/2 x 3 1/2 in.

Order form No. 4. Price 50 cents.

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Our Price **\$3.75**

Each is claimed to be the best

{	EASY	}	We don't care which you order
	ATLAS		
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Bagins, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

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1110 Farnam St., Omaha, Neb.

Grain Dealers Supply Co.

305 So. Third St.
MINNEAPOLIS, MINN.

Sells Machinery for Elevators and Mills

WRITE FOR PRICES

Avery Automatic Scales
Charter Gasoline Engines

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

The Strong-Scott Mfg. Co.
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Northwestern Agents for

Invincible Grain Cleaners,
Richardson Automatic Scales,
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Knickerbocker Dust Collectors

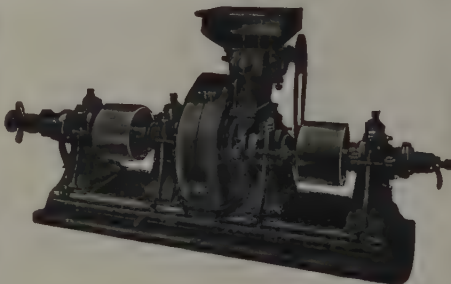
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. WRITE US

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



B. S. C.

Chain Feeder and Conveyor, the most complete and satisfactory on the market. Hundreds in use for all kinds of grain.



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Screw Adjustment makes it all that could be desired.

4 sizes:—300 to 1500 bushels per hour. All iron or on wood frame, if preferred. Non-heating bearings. Positive feed.

SATISFACTION GUARANTEED

We have sold 9 Shellers to one Line Co., 4 to another, 2 to several others and many are using one. Is the best good enough for you? Send us your orders.

B. S. CONSTANT CO., Bloomington, Ill.

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Used by the leading elevator builders and contractors in filling their contracts is usually

"Hamilton Made"

If you have not insisted upon such a specification you should do so. Hamilton Made Rubber Belting, specially manufactured for elevator service, gives perfect satisfaction.

SAMPLES AND PRICES
UPON REQUEST

Hamilton Rubber Mfg. Co.

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REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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T. E. IBBERSON

Designer and Builder of

GRAIN ELEVATORS

310 Corn Exchange, Minneapolis

RELANCE CONSTRUCTION COMPANY

ENGINEERS AND CONTRACTORS OF

GRAIN ELEVATORS

625 Board of Trade Indianapolis, Ind.

W. H. CRAMER

Designer and Builder

ST. PAUL, NEB.

When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel GRAIN ELEVATORS that give entire satisfaction. Scales and Gasoline Engines repaired.

GRAIN ELEVATORS

I build them in wood, concrete or steel. All space fully utilized. My houses are modern and up-to-date and economical to operate. Get my ideas before placing your contract.

W. S. MOORE, 6 So. Main Street, Frankfort, Ind.

I BUILD TO PLEASE

Grain Elevators and Warehouses

Plans and Specifications furnished on application.

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J. A. HORN

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Grain Elevators a Specialty

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Especially Designed for Economy of Operation and Maintenance
LINCOLN, NEB.

N. A. GRABILL

Designer and Builder of

Flour Mills and Grain Elevators

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Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

East
WM. GRAVER TANK WORKS, Chicago, Ind.

O. J. SLUSSER

DESIGNER AND BUILDER OF
GRAIN ELEVATORS

VAN WERT, OHIO

Clark's Grain Tables for Wagon Loads

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is re-inforced at back with silk cloth.

It has a string loop attached so it can be hung up beside the scale beam. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks.

The tables show the following reductions:
Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs and 80 lbs per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢ cents in 1¢ cent rise.

Price, postpaid, 50 cents

GRAIN DEALERS JOURNAL

255 La Salle Street CHICAGO, ILL.

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Designers and Builders of

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Plans and Estimates Furnished.

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LAFAYETTE INDIANA

A. H. Richner

Designer and Builder of

Grain Elevators

I sell the Western Pitless Shellers.

Get my prices.

Crawfordsville, Indiana

The Practical Gas Engineer



tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/2 x 12 in. and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,320 carloads. It is well bound in strong boards, with leather back and corners. Order Form 385. PRICE, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

ACCOUNT BOOKS FOR SALE

BY
GRAIN DEALERS JOURNAL, CHICAGO

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

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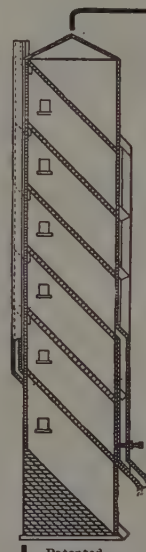
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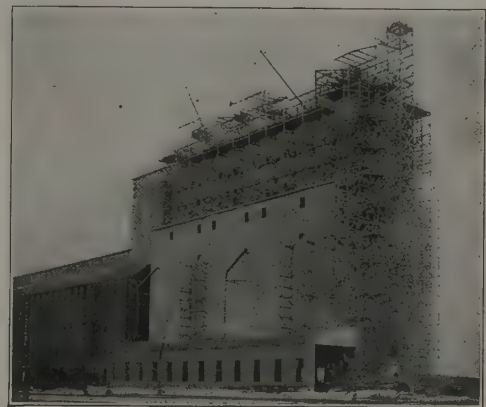
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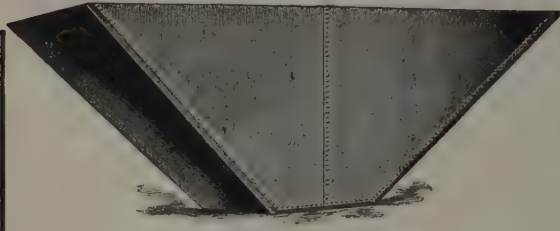
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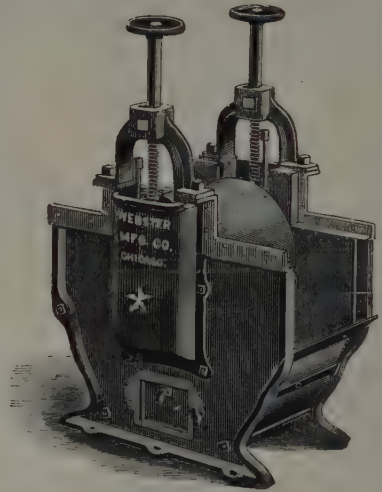
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should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every elevator man to dry grain, for the

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There is no contentment, no profit, during this stoppage.

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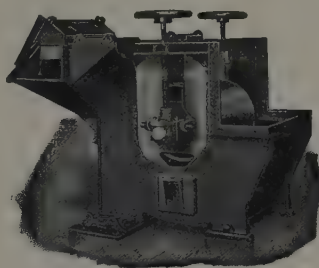
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sometimes big money. The constant fear of a choke which compels you to slow down the feed into your Boot, costs you infinitely more money; because it is a continuous loss. Not less than 50% of the actual capacity of your elevator.

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Catalog E illustrates it.



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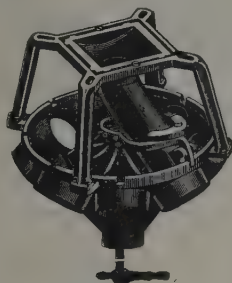
It is simplicity itself. Cannot get out of order. Never needs repairs. Lasts forever.

You already know the combination, it's the

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Over a thousand in use, and over a thousand shrewd thinking calculating men enjoying its economies. Ask some of them.

You can't get one in your plant too soon, for your own interest.

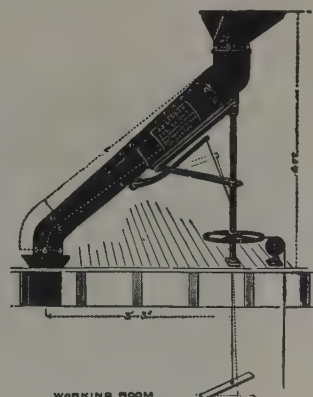


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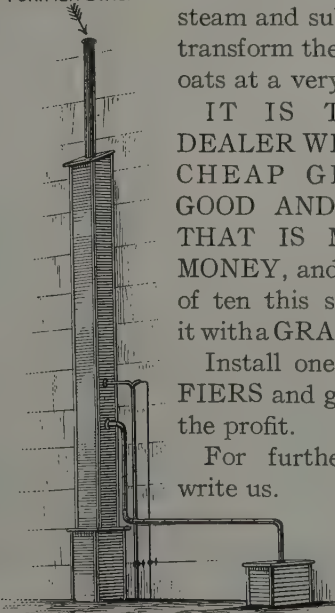
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This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

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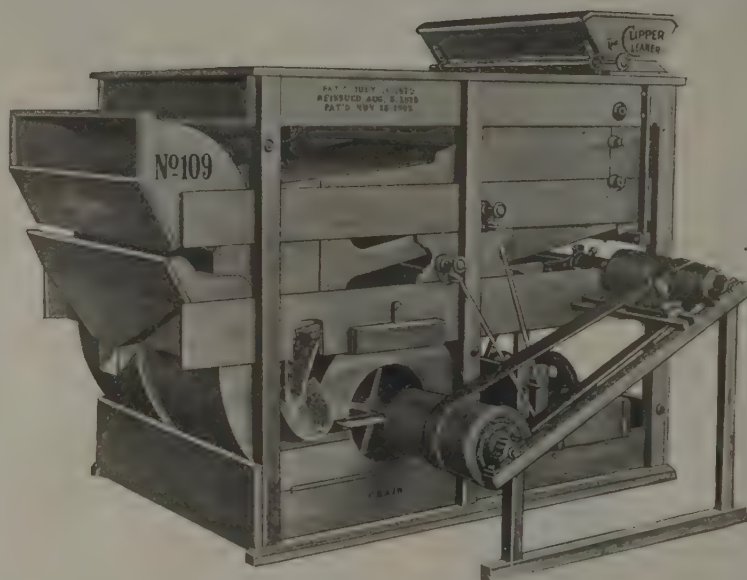
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With Sieve Cleaning Device.



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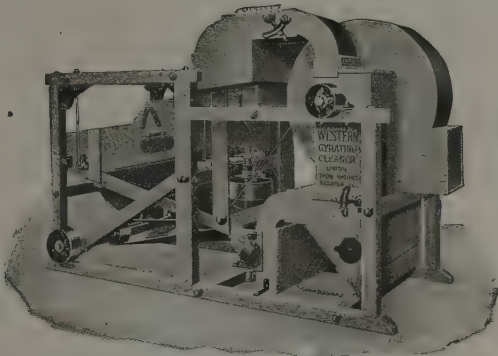
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No shake.
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Cleans all kinds of grain.
Noiseless, strong, compact and durable.



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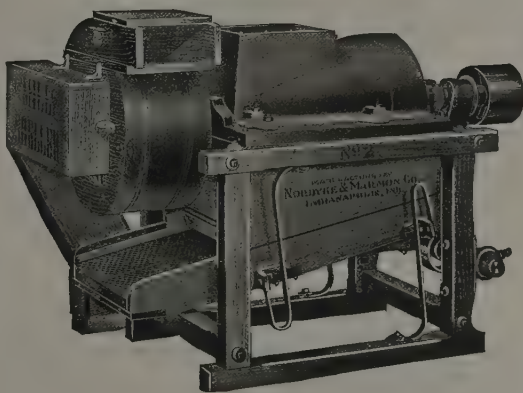
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Will not crack the corn.
Does not require a pit or tank under your elevator.
Discharges directly into the booth.
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Fitted with our patent adjusting lever, enabling the operator to adjust cylinder while running to all kinds and conditions of corn.

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Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

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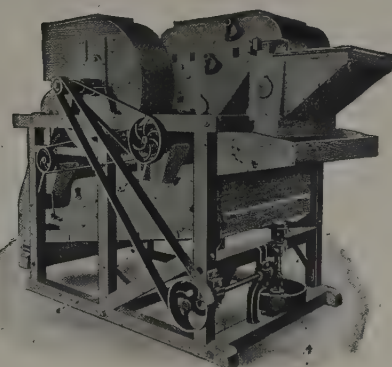
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The Ohio Corn Shellers and Grain Cleaners

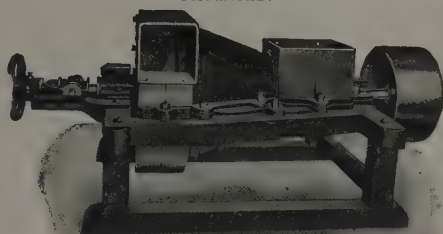
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Fan discharge Shellers with adjustable cylinder discharge in either direction, over or underneath.

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The values are shown directly from the pounds without reducing to bushels.

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GRAIN DEALERS JOURNAL

255 La Salle Street

CHICAGO - ILLINOIS

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GRAIN DEALERS JOURNAL

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10th and 25th of Each Month
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value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1908, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., NOVEMBER 25, 1908.

YOUR experience with or without weight tickets is wanted by our readers. Let us hear from you.

SHIPPERS who protest against the onerous conditions of the uniform B/L help the entire trade to secure relief.

SHINGLE ROOFS are too dangerous to be tolerated on any grain elevator unless the owner desires his house to burn.

LARGEST amount of grain reported purchased from one farmer—19,835 bus.—is by an Illinois dealer in this number. Have you bot more?

CAR SHORTAGE has not yet arrived, but the shortage of cars fit to transport grain, is unusual, and necessitates great care in cooperating by shippers.

CORN is commanding so handsome a premium this year that dealers who crib at out of way points will find it necessary to protect their property with heavy locks.

PRIVATE SEALS numbered consecutively can be used to great advantage by every country shipper who will insist upon having a report of seals on car, upon its arrival at destination. Many are now using such seals and insisting upon reports and every shipper who reads, knows of the benefits to be derived.

DEALERS who seem unable to get time to keep posted, generally pay dearly for not keeping in touch with what occurs in the trade, outside of their own offices.

EAST ST. LOUIS inspector who branded winter wheat as spring (see letter this number) should drop politics and give his attention to grading grain or else resign.

RAINS thruout the section east of the Mississippi River and north of the Ohio give grain growers and grain dealers an extra cause for returning hearty thanks tomorrow.

VINDICTIVENESS, which prompts one competitor to waste his time and energy in getting even with another, insures his sinking below the man who gives his time to his own business.

THE UNIFORM B/L will be put into use in western classification territory Dec. 1, but some railroads seem to be wavering as to the advisability of charging a 10% penalty to those who decline to sign.

GEORGIA'S Commissioner of Agriculture insists that mixed grain shipped into that state shall have contents truthfully and plainly marked on outside of each bag. Read letters from that state elsewhere in this number.

HAVE YOU READ the conditions of the Uniform B/L and filed your objections with the Interstate Commerce Commission? and with the Sec'y. of Industrial Traffic League, which is preparing to fight the Bill? If you have not, you have not done your full duty by your business.

THE NATIONAL corn exposition at Omaha, Dec. 9-19, bids fair to be the most successful show of its kind ever held. The railroads have made a very low rate for the round trip, and most of the trunk lines are providing baggage cars to take exhibits to the show, free of charge.

SPONTANEOUS combustion of fine coal has started a fire in fuel stored under office of seed warehouse and one in the fuel room of an Ohio mill recently. Each was extinguished in its incipency with but trivial damage. This fire hazard can be reduced to a minimum by providing fire-proof storage for all fuel.

BILLS OF LADING should be forwarded promptly to consignee or bank in consignee's town, else demurrage charges are likely to accrue, as many railroads now refuse to release grain consigned to shipper's order without presentation of B/L. It is also greatly to the shipper's interest to see that every B/L is clearly and properly signed in ink. Rubber stamps which give indistinct impressions serve only to breed trouble for shippers who accept bills so signed.

ALL GRAIN received at Chicago is now sampled in the inspection yards and graded in the central office of the Chief Inspector. The trade seems willing to give the new plan a fair trial and, no doubt, eventually it will be perfected to the satisfaction of all.

WEIGHT TICKETS discussed by correspondents in the last number are presented in different lights by contributors to this number, and doubtless other members of the trade have other views on this very important subject. We hope to hear from many others and to have the subject well thrashed out before our friends stop writing about it.

THE RUMOR that Oklahoma proposed to guarantee grain warehouse receipts for grain stored with grain dealer by grower is denied. If such a law were enforced, the strong dealers wud have to pay for the shortcomings of the weak, and in order to protect themselves against too frequent levies wud establish a rate for storage which would be prohibitive.

BARLEY-BURDENED OATS are meeting with such opposition in some quarters, that it seems likely the mixture must soon be sold as a mixture. The attempt to disguise the mixture under the name of "2-Clipped Oats" has never been successful, so far as the trade is concerned; and, no doubt, it cud be sold for exactly what it is, at prevailing prices.

KANSAS dealers are preparing to protest against the new Uniform B/L conditions, and to demand a hearing before the Commission. Every other grain dealers ass'n., which is alive to the interest of its members, will beg. to be made a party to the hearing. The conditions are unreasonable and unfair and cannot be justified, insofar as they affect the grain shippers of the country.

UNIFORM GRADING rules, as drafted by the National Ass'n., have now been adopted by the Toledo Produce Exchange, the Cincinnati Chamber of Commerce, and endorsed by the Ohio Millers' Ass'n. Who will be next? Grain shippers of the country are directly interested in having these rules adopted by every inspection authority before the new crop begins to move. Are you using your influence?

CORN HUSKERS of some sections are so eager to increase the number of bushels husked and thereby increase their pay, that corn contains more husks than for many years past. This makes much trouble for country elevator men, and especially those who are not equipped with mechanical facilities to remove the husks. Dealers who are content to accept husks as corn, must, of necessity, insist upon having more pounds to a bushel, for they cannot secure 56 pounds of shelled corn, even tho they run 20 tons of husks thru their sheller.

THE GRAIN CAR DOOR problem, which has so long been the bane of the trade, seems to have been solved by the invention of a steel door, supported by counterweights and hinged so as to open outwardly. It works easily and reduces the time and labor necessary to unload a car, to a minimum. Not only will the general adoption of such a door increase the earning capacity of the grain cars and relieve congested centers, but it will enable the elevator man to keep his legs fully occupied, elevating grain almost continuously. At present, not only is the elevating facilities of the terminal elevator thrown out of commission during the 15 to 45 minutes it takes to break open a car, but some of the help about the house are also idle during the long intermission between loads.

CINCINNATI'S efforts to adopt a new plan for weighing grain received in that market, is surely long drawn out, but in the delay is to be found assurance of a solution satisfactory to all. A sub-committee reported a new scheme last week, which would necessitate a reduction of 23 weighmen. At present, some of the elevator firms pay the salaries of the Chamber of Commerce weighmen and get their services at all times, when not engaged in weighing grain. In other words, the weighmen are not employees of the Weighing Bureau and cannot furnish disinterested weights. Inasmuch as shippers to, and buyers in, the different markets pay part of the weighing fee, it would seem no more than right that they be consulted and given a voice in the drafting of a plan to supervise the weighing of grain.

SCALEAGE—that indefinite dockage from all receipts which some terminal elevators have been taking to allow for so-called "natural shrinkage" in handling, is itself in the balance. The Baltimore Chamber of Commerce protested most vigorously to the Interstate Commerce Commission last week, against such dockage being recognized or permitted, even though it be covered explicitly in the freight schedule filed with the Commission. The outcome of this hearing, an account of which is published elsewhere in this number, will be watched with great interest by dealers in all sections of the country. Terminal dockage has never been successfully defended and we doubt if it ever will be. It is the simple taking of property which does not belong to the elevator operator. If the grain shrinks while in his possession, then a shrinkage should be deducted from the total amount when it is loaded out, or the loss covered by the storage charge. To attempt to force the owner of the grain, when it is received at the elevator, to stand the shrinkage for all time to come, is unfair, unjust, and unreasonable, and should not be tolerated by the shippers to any market.

ELEVATION ALLOWANCES CONTINUED.

As a direct result of vigorous protests by elevator operators now receiving elevation allowances from railroads for transferring grain, the Interstate Commerce Commission has postponed the date of its order, discontinuing the payment of elevation allowances until July 1, 1909. It is reported that the elevator operators of different markets raised a fund of \$10,000 to fight the cutting off of this allowance. It now seems probable that railroads will be permitted to continue paying this fee until two Missouri River cases are decided.

The Peavey Elevator Co. will sue the Union Pacific Railroad Co. on its contract for elevation allowances and the railroad will plead the decision of the Interstate Commerce Commission in defense. Although the original contract provided for an allowance of 1½ cents per bushel, the Peavey Co. now receives but ¾ cents per bushel, having acquiesced in a decision of the Interstate Commerce Commission, reducing the allowance.

Suit will also be brought at Kansas City to enjoin the railroads and the Commission from enforcing the order to discontinue elevation allowances. The Commission originally held that the payment of the allowance acted as a discrimination against grain firms having no elevators and suits were later brought by elevator owners who did not have this allowance, developed the fact that it was also a discrimination against some grain firms who did have elevators.

In order to clear itself of the charge of discrimination, the U. P. R. R. expressed a willingness to pay the allowance to every elevator firm located on its tracks, at terminals who released its cars within 48 hours after they were switched onto elevator track for unloading.

While legal quibbling may effect an indefinite postponement of the Commission's order, to the great benefit of the recipients of allowance fees, the fact remains that the laws will not long tolerate the discrimination. The same elevation allowance must be granted to all, if paid to any elevator operator.

Then, too, if railroads are to pay for elevator service at terminals and transfer points, who is to decide to what points such payments shall be limited? No one will deny that the elevator operator performs a service for the carriers when he transfers grain from the car of a Western road to that of an Eastern road; or, for that matter, whenever he facilitates the release of rolling stock and hastens a shipment on its way. The service to the carrier is the same, even though the elevator performing the transfer is not located on its terminal grounds.

In years gone by, it was the practice of many railroads to grant operators of country elevators a loading fee for every

bushel of grain loaded into their cars, because the elevator man had, at his own expense, provided a freight warehouse for receiving bulk grain to be shipped over their lines, and thereby relieved the local station agent of the care of such shipments and reduced the time required to load cars, from several days, to several hours.

In most cases, the country elevator man built the elevator with his own funds. Some of the terminal and transfer elevator men have done likewise; but many of them are given the use of railroad-built elevators for a nominal fee, and do not seem to have as strong a claim for the elevation allowance as those who have put their own money into elevator facilities. The fact remains that the receiving and loading of grain at country stations, transfer points, and terminals, is, in reality, a part of the transportation. The service must be performed, but in order to have it performed, someone must be paid to do it. If the expense of the transfer is to be absorbed in the rate, then let it be so understood and insist that all grain carriers pay the same elevation allowance, for the same service.

The Commission has striven to abolish discrimination and, no doubt, this desire will govern it in all future decisions bearing on the elevation allowance. While the day of equal rates for all may be indefinitely postponed, ultimately, no other condition will be tolerated.

PROTEST AGAINST HEAVY DISCOUNTS FOR OFF-GRADES.

Galveston exporters have not agreed to pay shippers a premium where shipments grade better than the contract grade, but they are charged with having entered into an agreement to discount off-grades a fixed amount, regardless of the quality or character of the shipment. Naturally, shippers of Kansas and Oklahoma are up in arms and determined not to rest until the exporters adopt a more equitable rule for discounting their shipments, which fail to grade.

Some day, shippers will awake to the folly of selling a grade of grain and giving the buyer the option of accepting the "or better" grade at the same price. If shippers are to be discounted for the off-grades, they should receive a premium for the better grades.

The method of the track buyer is not always fair to the seller, as many shippers, who have contracted to deliver what the track buyer knew they could not deliver, have learned to their sorrow.

If Galveston's track buyers would bid for No. 1 corn, and establish a fair discount for each shipment grading below that, country buyers would be more reluctant to accept bids, except where they knew they could make delivery. As a rule, shippers look upon No. 3 as an easy grade to make, but the many dis-

putes over excessive discounts, proves conclusively that they are unable to satisfy the terminal inspectors.

There seems to be no necessity for country shippers buying all corn as No. 2 and selling it as No. 3, 4, or even "no grade." A discontinuance of this shiftless method of marketing grain would result in greater profits for the operators of country elevators. This applies not alone to Oklahoma and Kansas, but to every section having any amount of off-grade grain.

THE 110% BILL OF LADING.

The rail carriers of official classification territory are penalizing shippers who refuse to sign the Uniform B/L, 10% extra for the privilege of using a B/L requiring carrier to assume all his common law, state and federal statutory liabilities. In other words they demand extra pay for obeying the laws.

Shippers should bear in mind that the Interstate Commerce Commission did not impose this condition, but carriers are seeking, thru the 10% penalty, to force the use of the Uniform B/L. Had freight rates always been based upon shipper assuming all liability for delivery, then wud it be fair for carrier to levy an extra charge of 10% for assuming this liability. Everyone knows that custom and practice in vogue since railroads first ran over rails has been to the contrary; hence it is impossible to discover any legal or moral right, on the part of the carriers, to forcibly assess shippers an extra 10% for assuming liabilities they have always assumed. Their rates have always been based upon their guaranteeing safe delivery.

Should carriers desire to encourage shippers to assume liability for safe delivery of their shipments, the only legal way for railroads to encourage such assumption wud be by granting a rate lower than the established schedule to those who wud assume liability for safe delivery of his goods, and thereby relieve the carrier of a liability it has always assumed.

Shippers who are averse to tolerating this extortion should make known their views to the Interstate Commerce Commission and to Mr. E. E. Williamson, Cincinnati, O., Chairman of the Bill of Lading Committee of the Industrial Traffic League, which is preparing a protest against the onerous conditions of the Uniform B/L.

Servia is expected to prohibit the export of corn and oats.

Hearings looking toward the revision of the tariff were begun at Washington Nov. 18 and continued next day upon the grain, flour and feed schedules. The Louisiana rice industry was well represented before the committee. An amendment is proposed requiring the sec'y of the treasury to prescribe the mesh of sieve thru which rice meal paying $\frac{1}{4}$ c duty shall pass.

Changes in Grain Rates.

Among the new grain tariffs recently filed with the Interstate Commerce Commission as reported in the *Traffic Bulletin* are the following:

Rules and regulations governing elevation of grain at St. Louis, Mo., East St. Louis, Ill., and rules governing absorption of elevation charges at Chicago, effective Jan. 1 are covered by the Illinois Central in sup. 87 to ICC No. A5952 and sup. 388 to ICC No. A5950.

Rules governing the allowance for transfer or elevation of grain at St. Louis, East St. Louis, Granite City, Madison and Venice, Ill., have been filed by the Mobile & Ohio in Sup. 2 to ICC No. A202.

Rules governing the elevation charges on grain and seed transferred thru elevators at Omaha, Nebraska City, Council Bluffs, Kansas City, Mo., Kansas City, Kan., St. Joseph, Mo., Coffeyville, Kan., St. Louis and East St. Louis are canceled by the Missouri Pacific effective Jan. 1 by order of the Interstate Commerce Commission.

The Union Pacific has filed a supplement, 33, to ICC No. 1620 on the elevator allowance at Omaha and Council Bluffs.

A grain transfer allowance is made effective for one month only by the C., B. & Q. under Opinion 699 of ICC Case No. 1239, expiring Dec. 31, in tariffs ICC Nos. 9232, 9233.

The Vandalia in ICC No. 2287 has filed rules governing allowance for transfer, car service, storage, weighing, stop-off, diversion, reconsignment, milling, mixing, shelling in transit and table of estimated weights, effective Dec. 12.

At Lexington, Mo., the Missouri Pacific will charge \$3 per car on grain from elevators to mills.

Circleville, O., is given special rates on corn cobs from different points in Ohio by the Norfolk & Western in ICC No. 3353.

Rules governing the use of cars of extra length for grain are filed by the Pennsylvania in ICC No. GO390, effective Dec. 16.

Paducah, Ky., regulations for cleaning, clipping, sacking, mixing, shelling, weighing, storing and reshipping are given by the Illinois Central in ICC No. 4060.

Minimum weights are corrected by the Great Western on grain and seeds from its stations to western points, in tariff No. 1096, amend. 7.

A rate of $\frac{7}{8}$ c on corn and 8c on wheat effective Dec. 14 has been made by the Canadian Pacific from Detroit, Goderich and Owen Sound to Boston, Mass., and rate points.

A \$1 rate on alfalfa seed has been made by the Santa Fe effective Dec. 25 from Arizona points between Meath and Phoenix, to Oklahoma points on its line.

Wheat will be taken at 6c Leyden Junct. to Golden, Colo., by the Colo. & Southern, effective Dec. 23.

On coarse grain and flaxseed a rate of 5c has been made by the Omaha road from Lake Elmo, Lakeland Junct., Stillwater, Minn., to Duluth, Superior and Itasca, Wis., effective Dec. 13.

On malt from the several malt houses in the Chicago district on its lines the Illinois Central has made rates effective Nov. 9 and Dec. 28 of 7c to Freeport, Ill., 9c to Madison, Wis., and 10c to Dodgeville, Wis.

From Omaha to Louisville the Illinois Central has made rates of 16c on wheat and 14c on corn, rye, oats and barley, effective Dec. 16.

A rate of $\frac{7}{8}$ c on all grains and prod-

ucts between Monticello and Wanatah, Ind., has been made by the P., C., C. & St. L.

The Wabash in sup. 7 to ICC No. 627 quotes 24c on grain from Des Moines (when from beyond) to New Orleans and rate points; 14c to Memphis, and 10c to Cairo and Memphis, when destined southeastern and Carolina territory, effective Dec. 11.

Between Martin, O., and Genoa, O., $\frac{1}{2}$ c will be the rate over the Lake Shore on various grains.

From Buffalo, N. Y., to Ashland, Jacksonville, Ill., and St. Louis, Mo., the rate by the Michigan Central on grain and grain products will be $\frac{15}{8}$ c after Dec. 10.

Toledo to Stony Ridge, O., $\frac{2}{8}$ c on grain by the Ohio Central.

The P., C., C. & St. L. will make effective Dec. 10 a rate of $\frac{7}{8}$ c on grain from Galveston, Kokomo, Lincoln, Logansport and Walton, Ind., to Louisville, Ky.

Muncy, Pa., is given a $\frac{10}{8}$ c rate to Buffalo by the Reading on grain effective Dec. 9.

The Grand Trunk has filed sup. 5 to ICC No. A1182 on grain and grain products from Chicago, Milwaukee and Illinois points, as per groups 1 and 2, to Butler, McKeesport, Pa., Greencastle, Ind., Osgood, Pa., and Terre Haute, Ind., and points west, effective Dec. 16.

The C., H. & D. has filed sup. 5 to ICC 1145 on grain from Cincinnati, O., to Owosso, 12c; Pontiac and Romeo, $\frac{11}{8}$ c, and Stockbridge, Mich., 8c, effective Dec. 11.

The Iowa Central has filed ICC No. 2125 on grain between Chicago or East St. Louis, Ill., and stations in Illinois on its line effective Dec. 15.

LEAKY CAR REPORTS have long been compiled by some central markets and published in the Grain Dealers Journal, but seldom have we received reports of grain leaking in transit, from eye witnesses. However, we have always been willing and anxious to publish such reports and if any one identified with the trade will send us reports of cars seen leaking, inform us where, when, on what railroad, car initials and number, we will gladly publish the facts with the hope that they may reach the eye of the owner of the grain and help him to secure reimbursement for his loss. Where possible, reports should be witnessed by a second person.

"NATURAL SHRINKAGE" is fast losing all of its friends and the railroad officials, who were so eager to defend "deduction on account of natural shrinkage," now seem disposed to begin the new year right. As is indicated by communication published in this number, from the Freight Traffic Manager of the Erie R. R., each claim for shortage in shipment of grain will be settled on its merits. Arbitrary rules for deductions from claims are to be discarded. The continued agitation against this injustice and the vigorous stand taken by the Philadelphia Commercial Exchange and the Baltimore Chamber of Commerce, are responsible for this reform. These Exchanges refused to permit this extortion in their markets.

I am now in my seventy-seventh year, hale and hearty, and after a good deal of buffeting with the world and standing many hard knocks, I am not yet ready to throw up the sponge.—Charles J. Murphy, Corn Bread Champion.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

PACKAGES CONTAINING MIXED GRAINS OR SEEDS MUST BE SO MARKED.

Grain Dealers Journal: We do not attempt to grade grains shipped into our State, nor name a price at which it shall sell, but if it be mixed with unlike seeds or grains or the quality has been lowered or injured by the addition of inferior material, the package containing it or in which it is offered for sale must show the nature of the mixture or the character of the adulteration.

It has been the practice of some grain dealers to ship into our State quantities of "doped" feeds, without putting the consumer on notice of what he was buying, and we feel it our duty under the Pure Food Law to put a check upon this practice. Very truly yours, T. G. Hudson, Commissioner. By R. F. Wright, Dept. of Agri., Atlanta, Ga.

"NATURAL SHRINKAGE" DEDUCTIONS WILL BE DISCONTINUED.

Grain Dealers Journal: With further reference to your letter of October 2nd on the subject of shortages in connection with shipments of grain:

It has been decided that effective January 1st, 1909, upon grain in bulk, forwarded all-rail, claims for shortage will not be entertained unless it is demonstrated that such shortage is the result of wreck or defective equipment or transfer of the grain by the carrier en route, or other causes for which the railroad is liable.

If claims for shortage are properly payable as a result of the foregoing contingencies, the full amount will be paid and the claimants will not be called upon to deduct the percentage from their claims as representing natural shrinkage. Very truly yours, D. W. Cooke, General Traffic Manager, Erie Railroad, Chicago.

WIRE ROPE GRAIN TRAMWAY OF NEZ PERCE SUPERSEDED.

Grain Dealers Journal: I think another year will see the end of the Nez Perce Tramway. The Tramway is something over 2 miles long. Each bucket of the tram carries one sack of grain. The top is on the edge of the Clearwater River canon, which is all of a mile deep. A steel cable is run on a drum at each end and is supported at different places by sheave wheels on towers, some of which are 150 ft. high.

The buckets which carry the grain are fastened to the cable, which runs by gravity and is controlled by a friction brake at the top.

These trams usually are controlled by grain companies who buy the grain at enough below the market to pay the handling charges, or they charge \$1.50 per ton to put into the cars at the bottom. There are three of these tramways across

the Clearwater River, one at Kooskia, one at Lenore and the one at Nez Perce.

The warehouses of the tramway will probably be moved to the city of Nez Perce which will be the end of the railroad for a time at least. Already one warehouse 50x145 ft. is filled with grain awaiting the road, which will be in about the first of the year.—J. L. Woodward of the Nez Perce Roller Mills, Nez Perce, Ida.

A PRACTICAL SUGGESTION FOR WEIGHT TICKETS.

Grain Dealers Journal: I was much interested in Mr. Pearson's article on the necessity of giving weight tickets to each hauler of grain. I have long made this a practice and find it of great advantage.

Many farmers insist on having the tickets and always figure up the total number of bushels and the amount of money due them, before they come in for

across the sack just what the sack contains. These confiscated oats were all ordered shipped out of the State immediately under a very heavy penalty and the shippers were notified that if they shipped any more oats of this character into the State that the oats would be seized, and sold and the money put into the State's Treasury. Yours truly, W. G. Solomon & McRae, Macon, Ga.

CHARGED STORAGE ON SHIPMENTS HELD BACK IN COUNTRY.

Grain Dealers Journal: It is perhaps necessary for you to understand the conditions that surround the handling of inbound freight, so as to understand the case of the indictment of the T. & P. officials.

As you are probably aware, the various Railroad Companies have erected large sheds at their terminals, where they unload such freight as Hay, Grain and other

B. B. MINOR, OAKWOOD, ILL.

Corn.....	Oats.....	Date
Gross.....		From
Tare		Hauler.....
Net.....		Remarks.....
		E. A. FOX, Manager.

W. D. Rogers, Oakwood, Ill., carries a complete line of Groceries and Canned Goods.

Pillsbury and Minnewawa Flour. Highest prices always paid for produce.

settlement. If their result agrees with my books, as is generally the case, then the farmer is completely satisfied.

Whenever my supply of weight tickets is low, I go to a local merchant and tell him I am in need of weight tickets. For the privilege of printing his advertisement on bottom of ticket, he supplies me with all the tickets I need. You will note that I have "Corn" and "Oats" printed on top of tickets, as these are the grains I buy. I always cross out the name of one grain leaving the grain received. This obviates the necessity of writing the kind of grain. Very truly, E. A. Fox, Agent B. B. Minor, Oakwood, Ill.

ADULTERATED OATS CONFISCATED IN GEORGIA.

Grain Dealers Journal: Some forty odd cars of oats have been confiscated in Georgia during the past three weeks by the Pure Food Department of this State. The following circular issued to the trade shows just what oats shall contain:

To Dealers of Corn, Oats, Wheat, Rye, Barley and Other Seeds and Grains.

Rule:
If any substance, such as chaff, screenings, damaged, faulty or unlike seeds and grains or foreign material be mixed with or added to seeds or grains as an adulterant and not plainly marked on the package containing it, or in which it is offered for sale, showing a true composition of the mixture or the character of the adulteration, will be considered a violation of the Food and Drugs Act of Georgia.

T. G. Hudson,
Commissioner of Agriculture.

No manipulated oats can be sold in this State, unless there is printed in big letters

commodities, and, after a limited free period, they charge storage against these shipments until they are removed.

At one time last year, the T. & P. Terminals were badly crowded, and, in order to relieve themselves of any congestion, by having a number of loaded cars on track at their local terminal, they held the cars at Gouldsboro, which is a point across the River in the Parish of Jefferson. In fact, some of these cars, we understand, were held at Westwego, also in the Parish of Jefferson, several miles up the River. It is alleged that the T. & P. R. R. charged storage while this Hay remained in the cars, the same as if it had been unloaded in their sheds, and in most of these instances, the consignees had called upon the T. & P. to place the cars, so that they could be handled, and avoid all storage charges, but, owing to the congested condition of their terminals, or a crossing of orders, whatever it may have been, the cars were not delivered to the consignees, yet storage charges were assessed.

It is held that Gouldsboro, Jefferson Parish and Westwego, Jefferson Parish are not in New Orleans, and the contract or B/L reads that this Hay should be delivered at a certain rate of freight in New Orleans, and, as these storage charges had been assessed against the Hay before it had arrived in New Orleans, the charge is, that illegally they collected more money than the B/L entitled them to collect.

This is about the gist of the charge, and it appears as if a strong case has been made out against the T. & P. R. R. Yours

truly, A. F. Leonhardt & Co., New Orleans, La.

BOT 19,835 BUSHELS FROM ONE FARMER.

Grain Dealers Journal: We note in Journal of Oct. 25th that the Trans-Mississippi Grain Co., of Webster City, Ia., bot of one man 9,896 bus. corn and paid him \$7,026.85, claiming this as the largest amount paid one man for corn grown by himself. We have one a trifle larger than this, we received at this point from one man 19,835.20 bus this summer, and paid him \$13,835.19 for corn grown on his farm. Yours very truly, John Christian, Mgr. The Davis Grain Co., Media, Ill.

WEIGHT TICKETS SHOULD BE NUMBERED.

Grain Dealers Journal: Mr. Pearson's plan of giving a weight ticket for each load of grain received in elevator is good, but I believe he does not go far enough.

The tickets issued each month should be numbered consecutively and a carbon copy kept of each, so that if it falls in the hands of any unprincipled person who attempts to beat the buyer, he can easily and quickly detect it.

Farmers of this neighborhood are well aware of the great advantage derived from taking a weight ticket for each load, and we never have to beg them to wait for ticket. F. G. D.

EAST ST. LOUIS INSPECTOR GRADED WINTER WHEAT AS SPRING.

Editor Grain Dealers Journal: I was amused when I read in the last Journal these lines, "COUNTRY BUYERS who make no effort to grade their purchases, generally kick the most vigorously against the grading of their shipments." I thought, the writer little knows how our grain is graded. On Oct. 28th we loaded C., B. & Q. car No. 28,492 with No. 2 red soft wheat testing 58½ lbs. and shipped it to East St. Louis, Ill. The inspector called it No. 2 spring. There can be no controversy over this grain being spring wheat, as I positively know there has been no spring wheat raised in this territory for 15 years. This wheat was raised by a man by the name of Hill, who has raised it for 5 years. The name of the wheat is mealey. I have bot it all the time he has been raising it and shipped it to Chicago and St. Louis and it has always graded Red Soft Winter wheat.

It seems to me you are hitting the wrong fellow. Most of the country grain buyers know their business well enough to tell Fall wheat from Spring, and new corn from old. We have had a number of cars of corn called new when there had not been an ear of corn cribbed in our territory. Go after the fellows who make as many or more mistakes than we do.—Yours truly, B. F. Green, Riggston, Ill.

Some of the heavier speculators have dropped out of the present wheat advance, because the market is largely controlled by a single interest.

The Spanish minister has proposed a reduction of 1 peseta per quintal in the duty on rye and corn. Present duties are 10½c on corn and 19½c on rye per 56 lbs.

Visible supply statements will be split beginning December. The usual Monday compilation by Geo. F. Stone, sec'y of the Chicago Board of Trade, will make separate totals for the United States and for Canada.

Protest Against Uniform B/L and Dockage.

At a special meeting of the Kansas Grain Dealers Ass'n held in Wichita, Nov. 6, after discussing the conditions of the uniform B/L at length the following resolution was adopted:

Resolved, that it is the sense of this meeting that a formal complaint be filed with the Interstate Commerce Commission and a hearing asked.

The Sec'y was instructed to draw up and file with the I. C. Commission a formal protest and ask for an early hearing.

The railroads were censured for supplying worn out cars to grain shippers.

Gulf port exporters were roundly condemned for adopting an arbitrary scale of dockage for off-grade corn and the following resolution presented by a special committee was adopted without opposition:

We, the Kansas Grain Dealers' Ass'n. in meeting assembled at Wichita, Kansas, this 6th day of November, 1908, hereby protest against the dockage on corn for export at Gulf points as now established by exporters and their agents, and hereby request that the chair appoint a committee of three to meet with a like committee from Oklahoma Grain Dealers' Ass'n to meet with the exporters with a view of having them modify their dockage rules.

The sentiment against the arbitrary discounts was unanimous and no doubt the shippers will stand firm against the exaction.

In a circular to members under date of Nov. 11 Sec'y Smiley of the Kansas Ass'n said:

The following is the scale of dockage which the exporters of grain from southern ports are attempting to foist upon the trade:

No. 4 corn, three cents per bu.

No. 5 corn, five cents per bu. if merchantable.

No. grade corn, seven cents per bu. if merchantable.

Under the rules of the Galveston Board of Trade the following maximum limits shall govern all inspection and grading of corn:

No. 1 corn, 13% moisture, Nov.-Mch.; 12% moisture, April-Oct.; 1% damaged; 0% dirt and broken grains.

No. 2 corn, 15% moisture, Nov.-Mch.; 14% moisture, April-Oct.; 3% damaged; 2% dirt and broken grains.

No. 3 corn, 17% moisture, Nov.-Mch.; 16% moisture, April-Oct.; 5% damaged; 3% dirt and broken grains.

No. 4 corn, 19% moisture, Nov.-Mch.; 20% moisture, April-Oct.; 10% damaged; 5% dirt and broken grains.

No. 1 Mixed Corn shall be corn of various colors and sweet.

No. 2 Mixed Corn shall be corn of various colors and sweet.

No. 3 Mixed Corn shall be corn of various colors.

No. 5 Mixed Corn, all mixed corn that fails to meet the requirements of the above percentage table, but that is not in a heating condition.

You will note from the above table that No. 4 corn will not permit of more than 20% of moisture from November 1st to March 31st. As you know there is a great difference between good No. 4 corn and poor No. 4, but it is all docked alike. From what corn we have seen in the central and northern part of the State we do not believe that there is 10% of it that will not contain more than 17% of moisture on its arrival at Gulf Ports during the months of November and December. You should bear in mind that corn shipped to Southern Ports during the winter and spring months accumulates moisture in transit and the longer in transit the more moisture it contains.

An inspector of 15 years' experience advises us that exporters made their money out of dockages. For instance, take the exporters' bids for this present season on the basis of No. 3 or better corn. They realize that a very small percentage of the corn received will apply on contracts and this unusual dockage applied will show them a handsome profit.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain publication here. The experience of your brother dealers is worth consulting. Readers should send us their query for free replies to queries are solicited.]

FORM FOR FILING CLAIM WITH RAILROAD WANTED.

Grain Dealers Journal: I would like very much to see reproduced in your columns a model form for presenting claims to railroads. Hoping dealers will send you their forms for publication, I am Jno. E. Hughes, Culver, Kan.

FORM FOR BIN RECORD.

Grain Dealers Journal: I have a form for keeping a record of the grain in our bins which I call a Grain Bin Record.

DATE						
Bin No.	Kind of Grain	Bushels		Bushels		
		In	Price.	Out	Price.	Balance
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						
Wheat						
Corn						
Oats						

With it I can also quickly determine the total receipts and shipments of each kind of grain as well as the balance on hand.

In busy times I enter all grain daily at other times weekly.

If any one has a more compact or convenient form I would be pleased to see it reproduced in the Journal.—J. F. Seagrave.

Will Ask for Shippers' Weights in Advance.

Chief Weighmaster J. H. Warren of Baltimore expects to print a blank such as follows which will be sent to shippers sending their grain to Baltimore to be forwarded at once to the office of the weighing dept. as soon as the car is loaded. The blank properly filled out will enable the department to hold all cars in case there is a shortage, until the shipper is notified and gives his orders:

BALTIMORE CHAMBER OF COMMERCE.

Initial Car No. Date Loaded
 Contains Pounds of
 Weighed on Scales Gross
 Tare Net Scales

I have been in the grain business for 16 years and I feel lost without the Grain Dealers Journal.—J. O. Laifgreen.

Crop Reports

Canada.

Ottawa, Ont.—The area under fall wheat will next year be less than that of 1907 by 4%. It is estimated that the acreage of summer fallowed land this year is 3% less than in 1907.—Dominion Dept. of Agri.

Illinois.

Farmer City, Ill., Nov. 10.—Corn yielding 20% less than last year; quality 25% better. Movement of new crop very light.—T. A. Jorden.

Hudson, Ill., Nov. 12.—Corn yielding 30% less than last season; quality 150% better. Movement of new corn slow.—A. W. Skinner & Co.

Le Roy, Ill., Nov. 10.—Corn yield 25% less than 1907; quality 10% better; 25% of the new crop will be marketed before Jan. 1.—S. Crumbaugh.

Arrowsmith, Ill., Nov. 14.—Corn yield 15% less than last season; quality 75% better. Movement of new corn slow. Try to buy to grade.—J. C. Bane & Son.

Farmer City, Ill., Nov. 10.—Corn yield 25% less than last season; quality 25% better. Movement of new corn light.—A. Wiedman, agt. Bartlett, Patten & Co.

Lexington, Ill., Nov. 12.—Corn yielding same as last season; quality 20% better. Movement of new corn slow, expect a firm movement after Dec. 1.—R. L. Heydacker.

Buda, Ill., Nov. 8.—Oats yield 15% better than last season, quality the same as 1907. Quantity of corn the same as last season, quality 50% better.—H. F. Hurst.

Parnell, Ill., Nov. 10.—Corn yielding 25% less than last season; quality 40% better. Expect good movement after Nov. 30th, if present price is maintained.—T. H. Pletsch.

Downs, Ill., Nov. 11.—Corn yielding 15% less than 1907; quality 10% better; 25% Farmers are not inclined to sell at present values; movement of new corn light.—R. M. Hall.

El Paso, Ill., Nov. 11.—Corn yielding same as last season; quality 10% better. Movement of new corn light; farmers are holding for higher values.—M. L. Miller.

El Paso, Ill., Nov. 11.—Corn yielding as last season; quality 10% better. Movement of new corn slow, 25% of the new crop will be marketed at present values.—F. S. Larison.

Hopedale, Ill., Nov. 21.—Corn yield same as last season; quality 15% better; 80% of the new crop will grade No. 3; 40% of this year's crop will be marketed by Jan. 1.—C. L. Smith.

Towanda, Ill., Nov. 13.—Corn yielding 65% of last year's crop; quality 90% better. Movement of new corn slow; farmers all holding for 60c. This firm buys on grade.—O. Clark.

Hopedale, Ill., Nov. 21.—Corn making a yield of 40 bus. per acre; quality 10% better than last season; 60% of new corn will grade No. 3; movement of new corn good.—B. T. Railsback.

Ottawa, Ill., Nov. 19.—Corn yielding 35% less than last season; quality same as 1907. Sellers are holding for 60c.; 50% will be marketed at 60c.; pay 55c. for corn.—Appleton & King.

New Holland, Ill., Nov. 20.—Corn yielding 20% less than last season; quality 30% better; 50% of the new will be moved between now and Jan. 1. Pay 57 for cash corn.—W. B. Chamblin.

Heyworth, Ill., Nov. 9.—Corn yielding 10% less than last season; quality 20% better. Farmers are inclined to hold their corn for higher values; over 65% of the corn will be carried over till next season.—E. C. Hollis.

Saybrook, Ill., Nov. 14.—Corn yield 20% less than last season; quality 50% better; 40% of the new crop will be marketed before Jan. 1. Paying 57c. for Nov. delivery.—Jno. E. Tjardis.

Wapella, Ill., Nov. 9.—Corn making same yield as last season; quality 20% better. Movement of new corn very slow, prices too low. Condition of new corn good; 75% will grade No. 3.—J. M. Greene.

Lilly, Ill., Nov. 23.—Corn. Yield of 25% less than last season; quality 20% better; 75% of the new crop will grade No. 3; 30% of the new crop will be marketed by Jan. 1. 57½ for cash corn.—H. W. Jefferson.

Lincoln, Ill., Nov. 19.—Corn making a yield same as last season; quality 20% better. Movement of new corn good; 80% of the new crop will grade No. 3; 56c. for cash corn.—Gordin Mill & Grn. Co.

El Paso, Ill., Nov. 11.—Corn yielding 10 bus. less per acre this year than last; quality 20% better. Movement of the new crop slow; farmers not willing to sell at present values.—F. J. Korner.

Sibley, Ill., Nov. 16.—Corn yield 5 bus. less than last season; quality 10% better. Movement slow; farmers are holding for 60c.; ¾ will grade No. 3; 56c. is paid for immediate delivery.—A. A. Miller.

Farmer City, Ill., Nov. 10.—Corn yielding 8 bus. less per acre than last season; quality 20% better. Movement of the new crop just beginning; condition good, ¾ will grade No. 3.—John W. Kendall.

Ellsworth, Ill., Nov. 13.—Corn making 60% of crop from last season; quality 80% better. All corn bot to grade. Corn 56c. 10 days' delivery, 55 for December. Movement slow; expect freer movement after Dec. 1.—G. W. Bane & Son.

Lexington, Ill., Nov. 12.—Corn making a yield of 15% less than last season; quality 20% better. Movement of the new crop slow, expecting a freer movement of the new crop after Dec. 1.—P. Steiner.

Danvers, Ill., Nov. 23.—Corn. Yield of 20% less than last year; quality 25% better; 15% of the new crop will be marketed between now and Jan. 1; 80% will grade No. 3. Pay 57½ for cash corn.—J. Simpson.

New Holland, Ill., Nov. 20.—Corn yielding 5 bus. less than last year; quality good; 95% will grade No. 3. Movement of the new crop light; expect a freer movement later; corn, 57c.—Lester Bollinger.

Atlanta, Ill., Nov. 19.—Corn yielding 10 bus. less per acre than last season; quality 5% better; ¼ of the new crop will be marketed by Jan. 1; 95% will grade No. 3; paying 55 for cash corn.—J. H. Hawes.

Strawn, Ill., Nov. 16.—Corn 70% of last year's crop; quality 20% better than last season; 25% of this crop will be marketed by Jan. 1; 90% will grade No. 3. Paying 57½ for immediate delivery.—M. J. Stotler.

Lincoln, Ill., Nov. 19.—Corn making a yield of 15% less than last season; quality 25% better. Farmers all holding for 60c., which will move 30% by Jan. 1. Paying 55 for cash corn.—Spellman & Spitley.

Arrowsmith, Ill., Nov. 14.—Corn yielding 10 bus. less than last season; quality 20% better. Farmers are all holding for higher values; all farmers are holding for 60c. Buy on grade, at 57c.—T. H. Greenfield.

Atlanta, Ill., Nov. 19.—Corn yield 60% of last year's crop; quality 25% better; 25% of the new crop will be marketed at 60c.; 90% of the new corn will grade No. 3; 55c. for cash corn.—W. H. Adams & Son.

Forrest, Ill., Nov. 16.—Corn yield 5 bus. better than last season; quality 25% better; 75% will grade No. 3; 50% of the new corn crop will be marketed before Jan. 1; 57c. for immediate delivery.—H. Wendell.

Towanda, Ill., Nov. 13.—Corn yielding 25% less than last season; quality 50% better. Movement of new corn slow at present. Expect a good movement after Dec. 1, if prices will stay up.—B. G. Falkingham.

Chatsworth, Ill., Nov. 16.—Corn 60% of last year's crop; quality 100% better; 80% of the new corn will grade No. 3. Movement of new crop very slow; paying 57½c. for immediate delivery.—J. C. Corbett & Co.

New Holland, Ill., Nov. 20.—Corn yield of 60% of an average crop; quality 10% better than last season; 90% of the new crop will grade No. 3; 40% will be moved between now and Jan. 1. Corn, 57c.—D. M. Burner.

Mackinaw, Ill., Nov. 23.—Corn. Yield of 70% of last year's crop; quality 25% better than last season; ¾ of the new corn will grade 3; ¼ of the new crop will be marketed by Jan. 1; 58c for cash corn.—Thos. Blaer.

Hudson, Ill., Nov. 12.—Corn making a yield of 5% less than last season; quality 25% better. Movement of new corn light; condition of corn good, 50% will grade No. 3.—O. H. Archibald.

Cropsey, Ill., Nov. 17.—Corn not yielding as much this season as last year; 95% of the new crop will grade No. 3; movement of new corn very light. Farmers not inclined to sell below 60c.; paying 57c. for immediate delivery.—J. S. Hayward.

Delavan, Ill., Nov. 21.—Corn making a yield of 80% of last year's crop; quality same as last season; ¾ of the new crop will grade No. 3; 50% of the crop will be marketed between now and Jan. 1.—W. Culbertson.

Delavan, Ill., Nov. 21.—Corn yielding 20% better than last season; quality 10% better; 40% of the new crop will be marketed between now and Jan. 1; 90% of the new crop will grade No. 3; pay 57c. for corn.—Wayne Bros.

Gibson City, Ill., Nov. 14.—Corn yield of 10% less than last season; quality 75% better. Corn in good condition; 80% will grade No. 3; movement will be light under 60c. Paying 57c. for immediate delivery.—S. Ayersman.

Mason City, Ill., Nov. 20.—Corn yielding same as last year; quality 15% better; 75% of the new crop will grade No. 3; 60c. will move 50% of the new crop; pay 57 for cash corn.—F. M. Hubbard.

Le Roy, Ill., Nov. 10.—Corn yielding 5 bus. per acre less this season than last; quality 50% better; 50% of this year's crop will be marketed before Jan. 1; 50% will grade No. 3. I am paying 57 cents for corn and others 56c.—E. R. Ratliff.

Risk, Ill., Nov. 16.—Corn yielding 15% less than last season; quality 20% better. About 15% of the new crop will be marketed by Jan. 1; 75% of the new corn will grade No. 3; paying 57c. for immediate delivery.—C. Derrick.

Chatsworth, Ill., Nov. 16.—Corn making ½ of last year's crop; quality 50% better; 75% of new crop will grade No. 3. Movement of new corn slow. Farmers are holding for 60c.; pay 57c. for immediate delivery.—J. Q. Puffer.

Fletcher, Ill., Nov. 17.—Corn yield 40 bus. per acre; quality 90% better than 1907. Movement of new corn will be light under 60c.; ¾ will be marketed this winter at 60c; 80% will grade No. 3; 56½c. for cash corn.—G. F. Hawthorne.

Heyworth, Ill., Nov. 9.—Corn yielding 20% less than last season; quality 15% better. Movement of new corn is slow; condition is good and a large per cent of the new crop will grade No. 3. Over ½ of the corn yet in the field.—J. C. Gault.

Arrowsmith, Ill., Nov. 14.—Corn 75% of a crop; quality 30% better than 1907. Movement of new corn slow. Expect 40% to move before Jan. 1; 80% of the new crop will grade No. 3. Corn 57c.; all corn bot on grade. T. H. Greenfield.

San Jose, Ill., Nov. 21.—Corn yield same as last season; quality better. Movement of new corn slow; farmers holding for 60c.; ¾ of the new corn will grade No. 3; 57c. for cash corn.—J. & F. J. Rapp.

Ellsworth, Ill., Nov. 13.—Corn yielding 50% less than last season; quality 25% better. Farmers are holding for higher values, or for 60c. per bus. All corn bot on the buyers' grading. Corn 56c. for immediate delivery.—Wm. Richardson.

Chatsworth, Ill., Nov. 16.—Corn yielding 15% less than last season; quality 80% better. Farmers all holding for 60c. Movement of new crop very light; 60% will grade No. 3; paying 57c. for No. 3, for 10 days' delivery.—James H. Kerrins.

Delavan, Ill., Nov. 21.—Corn making a yield of 90% of last year's crop; quality 20% better than year 1907; 75% of the new crop will grade No. 3; movement of new crop good; 40% of this year's crop will be marketed by Jan. 1.—C. D. Tomm.

Danvers, Ill., Nov. 23.—Corn yielding 15% short of last year's crop; quality 30% better; 50% of the new corn will grade 3; 40% of the new crop will be marketed by Jan. 1; 77½ for cash corn.—Levi Johnston.

San Jose, Ill., Nov. 21.—Corn yield 10% better than last season; quality same as 1907. Farmers all holding for higher values; 80% of the new crop will grade No. 3; pay 57c. for cash corn.—G. Brauer.

Gibson City, Ill., Nov. 14.—Corn making ¾ of last year's crop; quality 10% better. Movement of new corn just commenced. So far little offered for sale; 50% will be marketed between now and Jan. 1. Market price for corn 57c.—C. W. Cooper.

Robinson, Ill., Nov. 18.—Very little grain has been raised here for the past two years, not sufficient to supply the home trade, as we are in the oil belt of Illinois. Corn is a half crop, but the quality is good. Very little wheat is grown.—John Olvin Co.

Wanella, Ill., Nov. 9.—Corn yielding 10% less than last season; quality 15% better. Farmers are holding for higher values. Condition of corn is good. ¾ will grade No. 3. Movement of new crop slow; prices too low to suit seller.—C. D. Downing.

McLean, Ill., Nov. 18.—Corn 90% of last year's crop; quality 25% better than 1907. Farmers are slow to sell; 60c. will move 50% of the new crop; 75c. will grade No. 3. Pay 56c. for immediate delivery. Buyers grade the grain out on scale.—Darnall Spence.

Strawn, Ill., Nov. 16.—Corn yielding 20% short of last year; quality 15% better. Movement of the crop is only 1/3 of last year's business; farmers are holding for 60c.; 75c. will be held over till next season. Paying 57 1/2 c. for 30 days' delivery.—J. W. Jordan.

San Jose, Ill., Nov. 21.—Corn making 10 bus. more per acre than last season; quality late planting corn not as good as last season; 1/3 of the new crop will be moved at 60c.; 100% of the early planting will grade No. 3. Pay 58c. for cash corn.—John Freyer.

Saybrook, Ill., Nov. 14.—Corn yield 15% less than last season; quality 30% better. Farmers not inclined to sell at present values, are holding for 60c., which will move 50% of the present crop. Try to buy subject to grade; 56 1/2 c. for immediate delivery.—Shearer-Null Grain Co.

Colfax, Ill., Nov. 17.—Corn yield 80% of last year's crop; quality 80% better. Movement of new crop slow; farmers not disposed to sell at present prices; 50% of the corn would be marketed at 60c.; 90% of the new corn will grade No. 3; paying 55 1/2 c. for immediate delivery.—John R. Williams.

Anchor, Ill., Nov. 17.—Corn yielding 75% of last year's crop; quality 80% better than last season. There will be a free movement of corn at 60c.; under that price there will be a light movement; 75% of the new corn grades No. 3; paying 56c. for immediate delivery.—J. H. Nofsinger.

Anchor, Ill., Nov. 17.—Yield 10 bus. less than last season; quality 75% better. Movement of new crop is slow; farmers are not willing to sell at present values; 50% of the new crop would move at 60c.; 4-5 of the new corn will grade No. 3; paying 57c. for immediate delivery.—J. W. Butter.

Wapella, Ill., Nov. 9.—Corn yielding 10% less than last season; quality 20% better. Condition of new crop good; 1/3 of the new corn will grade No. 3, from now on till Jan. 1, 1908. Farmers all holding; 50% of the new crop would move at 60c.; for higher prices, all asking 60c. per bus. for this year's crop for December delivery.—Harry Scott.

Iowa.

Rembrandt, Ia., Nov. 19.—Farmers will get thru husking corn in a week, and if weather continues good quality will be very good. The yield is fair, around 45 bus. per acre.—D. W. Thomas, mgr. Rembrandt Eltr. Co.

Kansas.

Hoyt, Kan., Nov. 12.—The corn crop is about half of last year.—John McClune.

Aetna, Kan., Nov. 20.—The wheat crop has started off nicely. The last crop of wheat and corn was light.—W. L. Carson, agt. Aetna Mill & Eltr. Co.

Natoma, Kan., Nov. 16.—Grain trade in wheat is nearly over, less than 20% in farmers' hands. Kaffir corn going to be cropped closer than in former years and will show an increase in bus. Corn starting to come in slow; average 25 bus. per acre of good quality.—Henry Schloh, agt. Hoffman Eltr. Co.

Manhattan, Kan., Nov. 17.—The corn crop in this locality is rather mixed. The bottom corn is very light and soft, at least the bulk of it, and the high land corn is about average crop. Farmers not selling. Market price here now is 57c. Fall snow wheat is needing rain, acreage a little short of year ago. Considerable of the last crop of wheat still in farmers' hands.—Geo. T. Fielding & Sons.

Culver, Kan., Nov. 17.—Crop prospects warrant another prosperous season next year. About 30% of wheat is still in first hands in our immediate vicinity, and it will take very high prices to scare it out before late in the spring. Corn is not more than sufficient for local demand, and we will have to ship in considerable to feed out the large bunches of cattle fed here.—Culver Grain & Live Stock Ass'n, Jno. E. Hughes, mgr.

Missouri.

Hopkins, Mo., Nov. 19.—Crop very short here; will have to ship in.—J. F. Robb.

Levasy, Mo., Nov. 17.—Wheat mostly marketed. New crop looks fairly well.—H. W. Bickel.

Harrisonville, Mo., Nov. 18.—Hay crop is large; wheat 1/2 crop; corn, 1/2 crop; no oats.—Moudy Grain Co.

Moundville, Mo., Nov. 18.—Fair wheat crop, small acreage, oats almost a failure. Corn about 20 bus. per acre.—Huffine & Co.

Buell, Mo., Nov. 17.—Large acreage of wheat sown and condition good. Corn most all gathered and feeders paying 60c.—D. B. Sailor.

Nebraska.

Wahoo, Neb., Nov. 19.—Most farmers will finish husking corn this week.—J. H. Swallow.

Lincoln, Neb.—The crops of Nebraska have been estimated by Labor Commissioner Ryder as 41,000,000 bus. winter wheat, 2,340,000 bus. spring wheat, 178,599,000 bus. corn, 56,163,000 bus. oats, 1,131,800 bus. barley and 1,266,400 bus. rye.

Ohio.

Circleville, O., Nov. 17.—Corn is in good condition; but farmers are not delivering the new crop very freely. The wheat crop is not doing very well on account of the dry weather.—Heffner Mfg. Co.

Spring Valley, O., Nov. 21.—Corn, 95% of average crop; sound and dry. Wheat not up, too dry, but is beginning to sprout since the weather is cooler and it gets more moisture from dew.—Barrett's Sons.

Oklahoma.

Saltfork, Okla., Nov. 19.—Ground is in good condition and wheat is looking fine. Corn is fair yield and of good quality. Husking is under good headway.—Michael Nolan.

South Dakota.

Sioux Falls, S. D., Nov. 14.—New corn beginning to move. Oats pretty well cleaned out. Lots of barley yet.—T. A. Bryant, representing M. E. Cooke, Chicago.

Washington.

Tacoma, Wash.—S. S. King, chief deputy grain inspector, estimates the state wheat crop at 26,210,000 bus., against 40,800,000 bus. last year.

Wisconsin.

Madison, Wis.—The yields per acre in Wisconsin the past season have been 18 bus. wheat, 17 bus. rye, 30 bus. barley, 34 bus. oats, 16 bus. buckwheat, 34 bus. corn and 2 tons hay. The quality of the crops is 96% for wheat, 97 for rye, 96 for barley, 92 for oats, 90 for buckwheat and 90 for corn.—John M. True, sec'y Wisconsin State Board of Agri.

Government Crop Report.

Washington, D. C., Nov. 9.—The Dept. of Agri. estimates the yield of corn at 26.2 bus. per acre, against 25.9 last year. The total crop is 2,642,687,000 bus., against 2,592,320,000 last year. About 2.7%—71,124,000 bus.—of the corn crop of 1907 is estimated to have been in the hands of farmers on Nov. 1, compared with 4.5%—130,995,000 bus.—of the 1906 crop in farmers' hands on Nov. 1, 1907, and 4.5%, the average of similar estimates for the past ten years.

The average yield of buckwheat is 19.8 bus., compared with 17.9, the final estimate in 1907, 18.6 in 1906 and 17.8 the ten-year average. A total production of 15,648,000 bus. is thus indicated, compared with 14,290,000 in 1907. The quality is 90.7%, against 87.3 last year, and 89.9 the ten-year average.

The average yield per acre of flaxseed is 9.7 bus., as compared with the final estimate of 9.0 bus. in 1907, 10.2 bus. in 1906, and a six-year average of 9.5. A total production of 25,717,000 bus. is indicated, against 25,851,000 bus. finally estimated in 1907. The average as to quality is 91.4, against 89.7 in 1907, 92.7 in 1906, and a five-year average of 90.3.

The average yield per acre of rice (rough) is 34.7 bus., compared with 29.9 bus. finally estimated in 1907, 31.1 bus. in 1906, and a ten-year average of 30.6. A total production of 22,718,000 bus. is indicated compared with 18,735,000 bus. finally estimated in 1907.

The average weight of the oats crop per bushel is 29.8 lbs., against 29.4 last year.

The Buckwheat Crop.

Prattsburgh, N. Y., Nov. 11.—Buckwheat has been of nice quality this fall. So far we are getting all we wanted. Flour is selling too low on account of warm weather.—W. L. Drew.

Marion Center, Pa., Nov. 13.—Buckwheat in our section is hardly an average crop, altho quality is very good. Almost all buckwheat is out of farmers hands. We will probably receive enuf from the farmer

for our demand. Demand for flour is not so good as last year, tho prices are ruling some higher.—Marion Center Milling Co.

Burdett, N. Y., Nov. 12.—The buckwheat crop in our immediate vicinity was very much better than expected and is of excellent quality. We began grinding Oct. 1 and expect to continue to run full time until after Jan. 1. We do not anticipate difficulty in securing sufficient grain. The demand for flour has been excellent with and prices are practically the same as those of last year. The grain is probably as nice as any we have ever ground.—Geo. B. Paterson.

Butler, Pa., Nov. 9.—The crop of buckwheat is about 50% of an average. It was marketed fully one month earlier than last year, on account of the dry weather. This not the crop in sight in such a short time, that it appeared larger than the first estimates given out. There was no stock left over from last year, to start with. Consumption began from 2 to 3 weeks earlier on the new crop, so that we look for a shortage much earlier than last year. For several years already, the crop has not been large enough to supply the demand, and every year this shortage is becoming more apparent. This year the shortage will be more acute than ever, on account of the short crop, and no stocks on hand when the season opened.

The demand for flour so far has been larger than last year and we look for a steady demand during the entire season. The operation of the pure food law has made it necessary to brand all compounds, and for this reason there is a larger demand for pure flour than ever before.—H. J. Klingler & Co.

A system of elevators and warehouses for grain along the Siberian Railway is being planned by a special committee appointed by the Russian minister of trade and industry, reports Consul Ragsdale of St. Petersburg.

Frank Olney McCormick, President of the McCormick Wheat Co., which has been engaged principally in promoting "Miracle Wheat," was arrested in Chicago, Nov. 19, for passing a check for \$23, when he had no funds in the bank. He is said to have been living with a vaudeville artist at the Hotel Metropole.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Nov. 24 are given on the chart herewith.



Hearing on Scaleage Deductions Before I. C. Commission.

The hearing on the complaint by the Baltimore Chamber of Commerce before the Interstate Commerce Commission on behalf of its members and of those shipping to that port respecting "scaleage deductions" was held on Nov. 18th. The objections to the scaleage deductions on grain by which from 30 to 100 pounds per car is abstracted were forcibly told by the witnesses sworn on behalf of the Chamber of Commerce. At the conclusion of the testimony, which occupied the entire day, the counsel were directed to file briefs covering the facts and the law of the subject.

The testimony of the complainant was directed to the facts that while there may be an infinitesimal or invisible loss in the handling of grain it is so small that it should be observed in the rates of storage as it has been elsewhere; and it is a violation of law to compel one to pay freight, elevation and storage charges on more grain than he gets; that the practice is unbusinesslike and immoral, and that not being in vogue or threatened at other Atlantic ports or elsewhere it is an unjust discrimination against the port of Baltimore, and those shippers who have been in the habit of sending their grain to that City.

Among those who testified for the complainant were John Dower, Supervisor of weights, St. Louis Merchants' Exchange; H. A. Foss, Chief Weighmaster Chicago Board of Trade; John M. Dennis, of Louis Muller Company, Baltimore; Charles England of Charles England & Co., Baltimore; James H. Warren, Chief Weigher, Baltimore Chamber of Commerce; A. Edward Kahler, Deputy Weigher, Baltimore Chamber of Commerce; George F. Jackson of Gill & Fisher, Baltimore, Md.; Charles P. Blackburn of C. P. Blackburn & Co., of Baltimore.

Those who testified for the defendants were James P. Brown, Manager B. & O. Elevators, Baltimore, Md.; Charles R. Kendig and Joseph Firth, Superintendent and Assistant Superintendent respectively of Canton Elevators, Baltimore, Md.

The testimony of John Dower of St. Louis was to the effect that in the handling of grain there is an invisible loss, but that it is very small. That formerly there existed in St. Louis a practice called "take off," being three pounds per thousand pounds; that this was abolished in St. Louis, Mo., in 1903, and in East St. Louis in 1907; that if there is any loss at the present time incident to handling grain it is absorbed by the elevators.

H. A. Foss, Chief Weighmaster of the Chicago Board of Trade testified that he had charge of the weighing of all the grain handled upon the floor of the Board; that formerly there existed in Chicago at some places "dockage" ranging about fifty pounds per car; that this was abolished about two years ago, and has not since existed. The witness further testified that the present regulations of the Chicago Board of Trade provided that there should be "no dockage from actual weights." It appeared that dockage had been abolished at St. Louis, Missouri and East St. Louis, Ill., Peoria, Toledo, Cincinnati, Memphis, and that it never existed at Milwaukee, New York and Boston.

John M. Dennis of Louis Muller Co., Grain Exporters, of Baltimore, Md., submitted figures showing that by reason of paying freight, elevation and storage on more grain than the owner received out of the elevator the increase in the charge due to the "scaleage deductions" was from one-eighth to one-fifth of a cent per hundred pounds, depending upon the grade of grain. This increase would come out of either the Baltimore merchant or the western shipper, according to the terms of the contract of purchase and sale; if bot F. O. B. western point the Baltimore merchant would be compelled to stand it;

if bot F. O. B. Baltimore the western shipper would be compelled to stand the loss.

Witnesses for the defendants testified to the effect that the elevator business was not remunerative and that they had been compelled to buy during the past year considerable quantities of corn to make up deficiencies in weight, but it was admitted that it was the practice of the elevators at Baltimore to throw their sweepings into the dock, the Manager of the B. and O. Elevators saying: "We have had more or less trouble with the Harbor Commissioners on that point. They say we are filling up the Harbor."

In rebuttal it was shown that there were several cases of overloading out. One cargo was overloaded six hundred bushels, while there were numerous instances of overloading on scows brot to the attention of the Commission.

A decision is promised by the Commission at an early date, owing to the importance of the subject.

Exports.

Buckwheat amounting to 50,930 bus. was exported during the 9 months prior to Oct. 1, against 45,511 bus. during the corresponding period of 1907.

Broom corn valued at \$180,414 was exported during the 9 months prior to Oct. 1, against \$175,630 worth during the corresponding period of last year.

Malt amounting to 108,778 bus. was exported during the 9 months prior to Oct. 1, against 328,019 bus. for the corresponding period a year ago.

Linseed oil cake amounting to 490,307,000 lbs. was exported during the 9 months of this year prior to Oct. 1, against 557,977,000 lbs. during the corresponding months of last year, as reported by O. P. Austin, chief of the Bureau of Statistics.

The prohibition of wheat exports from Manchuria has been removed on account of the large crop.



New Plant of Merchants Elevator Co. at Minneapolis, Minn. See page 683.

New Barley Elevator at Minneapolis.

The growing importance of Minneapolis as a barley market is emphasized by the recent completion of the new barley handling plant of the Merchants Elevator Co., which is illustrated herewith. The officers of the company are H. D. McCord, Pres.; M. Rothschild, Vice-Pres. and A. H. McIntyre, Secy. The stockholders of the company are large handlers of barley and oats in the Minneapolis market. It seems that formerly shipments of barley from Minneapolis have not met with favor in Eastern markets, owing to the wheat mixture they contain because of the transfer thru elevators that for years handled more wheat than barley. In a desire to protect their rapidly increasing barley business the promoters planned this house for handling barley and oats only—no wheat or rye being taken into it under any circumstances. Upon completion, by its designers, L. O. Hickok & Son, it was turned over to the Merchants Elevator Co., which does not buy or sell grain, but operates this terminal house as a handling elevator exclusively for its stockholders.

It is situated most favorably as to trackage, having enough private tracks to accommodate ninety cars at one time. It is served by three of the principal roads bringing grain in, and delivers directly to all roads out.

The elevator proper is a timber and crib structure 42 ft. x 56 ft. on the ground, with 24 hopper bottomed bins of

90,000 bus. capacity. Connected with the elevator by conveyor galleries is a battery of six reinforced concrete tanks, and two interspaces having a capacity of 135,000 bus. All hoppers so as to be self-cleaning.

The elevator can receive, ship, or both, on each side of the house at the same time or independently, as it has a receiving pit on each side. The grain is weighed in over steel frame track scales set on concrete piers.

The house is equipped with every device for the proper handling and cleaning of coarse grains. Its two main receiving legs, each with a capacity of 8,000 bus. per hour, are so arranged that barley taken in from cars can be immediately started toward the different cleaners, needle machines, etc., and loaded out at a rate of 2,000 bus. per hour by each of the two cleaner legs, into cars for the Eastern market on the other side of the house.

Direct spouts and cross spouts are so arranged that grain taken in on one side of the house can be shot across and dropped 100 feet into a car on the other side, without entering a bin. The direct spouts are fitted with garners and cut-off gates, so that any desired weight of grain can be delivered to car.

The six elevator legs are all equipped with distributor spouts which can be set from work floor.

All machines, conveyor belts and legs are driven by independent induction motors, which may be started from one central point on the work floor. All friction

clutches are operated from work floor. The control of all apparatus from work floor dispenses with the services of men in the cupola.

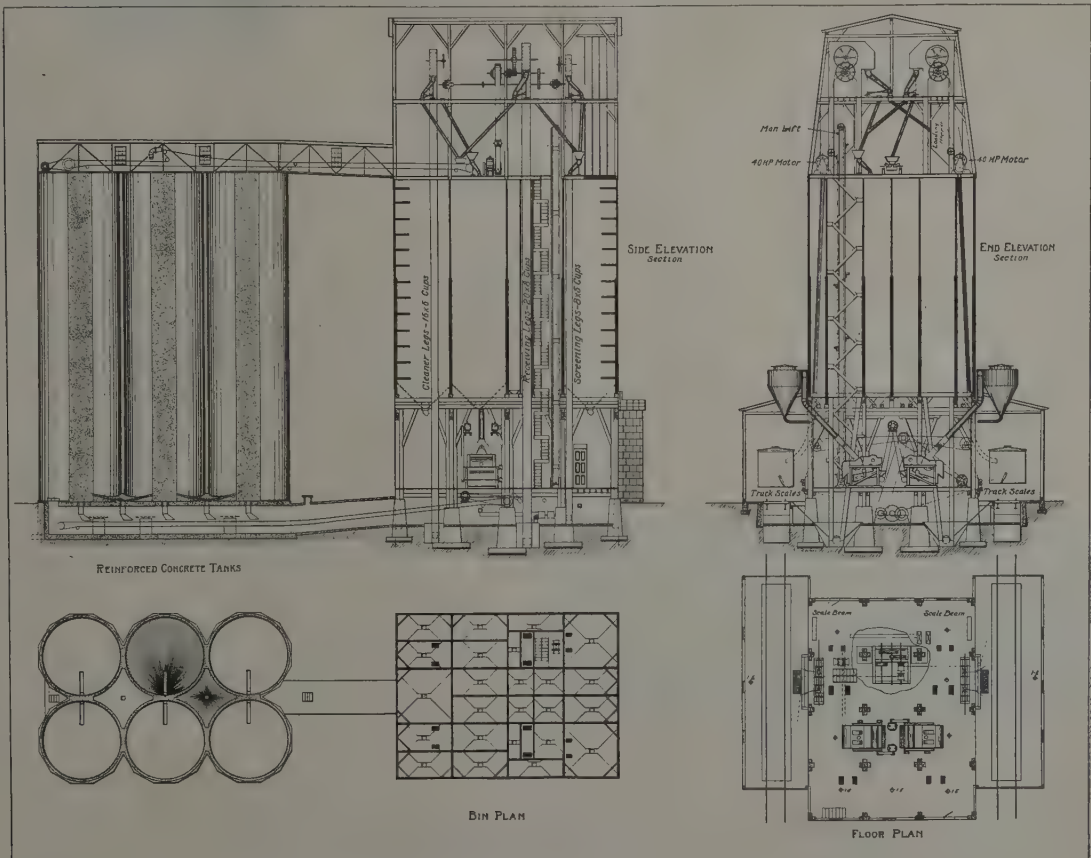
A double drum car-puller of 20 cars capacity, located in the basement, is driven by a motor on the work floor.

The house is fully equipped with labor-saving devices, passenger elevators, fire alarms, telephones, and dust collector systems. The floor of the basement and the conveyor gallery under the tanks is covered with cement.

While the present capacity is 225,000 bus., the Merchants Elevator Co. own sufficient ground to increase to any extent desired, and the equipment of the working house is such that no further machinery, other than an extension of the belt conveyors, will be required for future additions to the storage capacity.

How to Place Gas Engine Valve Springs.

Intake and exhaust valve springs are quite hard to replace after they have been removed to make repairs. Putting the springs back in place may be easily accomplished by pressing the springs together in a vise and tying in three places on each spring with light wire and then putting them in position. The binding wires can be cut and removed after the washer and cotter pin have been put in place.—W. O. Hay in Popular Mechanics.



Plans and Elevations of Merchants Elevator at Minneapolis, Minn.

Meeting of Chicago Weighing Department.

A meeting of the members of the Chicago Board of Trade Weighing Department was held at the Board on the evening of Nov. 14, to discuss, as usual, matters concerning the work of the Department. Weighmaster H. A. Foss presided.

In response to the query "Is the country shipper satisfied with Chicago weights?" Ass't. Weighmaster A. E. Schuyler read extracts from a number of letters received from country shippers.

In telling of the experiences of a deputy weighman, Charles Walker said:

Experience of a Deputy Weighman.
When I began my service with the Chicago Board of Trade Weighing Department some 16 or 17 years ago, the methods of weight supervision were not systematized as they are to-day. We did not have the checking devices, and the various inventions for preventing loss, error and carelessness which we have in our elevators at the present time. We had no down stairs men to direct the unloading of grain; no supervisors to visit the various points of handling from day to day; no scale inspectors to keep our scales in condition; no car tracers to look up shortages; no policing service to prevent the theft of grain in transit; no rules or regulations to guide us; and no one competent to instruct and advise us.

In those days it was not considered necessary to take records of the seals of cars, and but one deputy was stationed at an elevator, regardless of the quantity of business being handled. Car sweepers, with railroad authority, ran rampant in the elevator and railroad yards, and conditions generally were conducive to waste, inaccuracy and carelessness.

A radical change, as you all well know, has since taken place. The very best of conditions existing in those days would not be tolerated now.

While I may have been in the service longer than some of you fellows, I suppose my experiences have not been much different from those we all run up against from day to day in the course of our work. Nevertheless, I shall endeavor to interest you by referring to a few experiences which, at the time, had me guessing.

I remember about two years ago, Mr. Schuyler handed me a letter addressed to Mr. Foss, which read: "Don't let Charles Walker weigh any more of my grain. I am on to him bigger than a house. He has weighed several of my cars and they all run short about the same amount."

You can believe me when I say I was pretty well worked up over the matter. The office got busy, however, and after a still hunt here without finding anything, they sent a man to the shipping point, and he found a hole in the shipper's loading spout through which the lost grain had leaked into a bin on its way from the scale to the car. The shipper apologized and I was satisfied.

Another instance of trouble for which I was, for a time, held responsible concerned a shortage of 6,150 pounds. The shipper, in referring to the matter, wrote: "This is wholesale robbery. They stole it at the elevator and I know it." Mr. Foss' car tracer, however, after a careful investigation, located the cause for the loss. He found that the car had met with an accident while en route, and the railroad, in consequence, had put in a new grain door. The grain that had leaked from the car had been gathered up, and, on account of its being mixed with dirt and cinders, it was put into another car. I have since often wondered if many of the shortages that go unexplained, and for which we weighmen are sometimes blamed are not caused in this same manner.

Another experience that kept me on the uneasy seat concerned several complaints of shortage on cars I had weighed. The climax was reached when a shipper refused to allow his grain to go to the particular elevator in question. It was then that the department's detective service corralled eleven car thieves in a neighboring railroad yard who had been buying cars and stealing grain. These thieves were all convicted, after which my troubles ceased.

One day the office received a letter, which said that the shipper (who wrote the letter) had lost 60,000 pounds of wheat into a certain car, and that it was up to us to see that it weighed out that amount. He concluded by saying, that he was tired of

having shortages. Well—when the car arrived at the unloading elevator, this is what I found. An old dilapidated looking car, very poorly coopered. On one side was chalked, "Not fit for grain." The side sheathings were broken and loose. Two of the end posts were broken out. One grain door was too short for the opening and it had been spliced. The grain was loaded higher than the grain door, and wheat was leaking from the car at almost every point. The loss in weight was 2,150 pounds.

I guess the shipper had not read any of Mr. Foss' car coopering literature, or perhaps the railroad was to blame. In any case I wonder that he was tired of having shortages.

The sincere desire of every member of the Department to increase the efficiency and effectiveness of its work in securing correct weights for all grain coming to Chicago, was emphasized by the close attention of every member, by the earnest participation in the discussion and by the freedom with which questions were asked of all speakers.

Duncan Bowden, of the office force, gave the deputy weighmen a number of excellent suggestions and pointers on improving their reports as to clearness, neatness, and promptness.

George W. Metcalf read an excellent paper on Reporting Leakages, and closed by presenting the following resolution, which was adopted, and copy ordered sent to Sec'y Courier, of the National Ass'n.:

Accurate Reports of Car Conditions.
The employees of the Department of Weighing of the Chicago Board of Trade, assembled together to talk over matters affecting the work of deputy weighmen, after a careful discussion of the car equipment problem, have this to say relative to the resolution adopted at your last annual meeting at St. Louis, concerning the making of a careful examination of each car containing grain, and the recording and the reporting of the results of such an inspection, to wit:

That each and every shipper of grain and his agent may be assured of the efforts of the employees of the Chicago Board of Trade Weighing Department to have a true and accurate report of the condition of each car we examine put on the records. We consider this among the most important of the multitude of duties a deputy weighman is supposed to perform.

J. A. Schmitz, the scale expert of the Department, exhibited a working model of a track scale, cautioned weighmen to watch for ice and snow interference with working of such scales, and replied to many questions of deputy weighmen.

The weighmen were commended for their excellent work by C. H. Thayer, Fred D. Austin, Frank Rice, Judge Fake, and S. S. Tanner, of Minier, Ill.

No one who ever had the pleasure of attending one of these meetings, can doubt their value in keeping the members of the Department interested in improving the work of the entire Department.

Imports and Exports of Beans.

Beans and dried pease amounting to 1,964,600 bus. were imported during the 9 months prior to Oct. 1; against 247,800 bus. during the 9 months prior to Oct. 1, 1907.

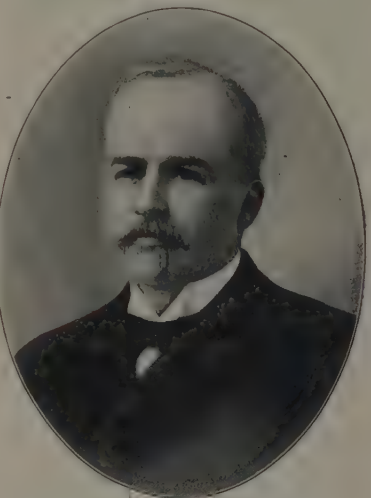
During the 9 months prior to Oct. 1 we exported 182,300 bus. of beans of domestic and 26,700 bus. of foreign origin; compared with 303,000 bus. of domestic and 22,300 bus. of foreign origin exported during the corresponding months of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Opposition to the new uniform B/L is to be continued by the National Industrial Traffic League. A conference with the railroads is to be sought after the January meeting of the league.

Death of Frank M. Pratt.

Frank M. Pratt, who died Nov. 9 at Houston, Tex., at the age of 56 years, was well known to all the older members of the trade in the central states. He was a brother of Riley Pratt, of Pratt & Co., Buffalo, N. Y.; of Ralph E. Pratt, formerly of Pratt & Buckley, Chicago; M. B. Pratt, of Frankfort, Ind.; and of Mrs. H. I. Baldwin of Decatur, Ill.

During recent years Mr. Pratt had been engaged in the manufacture of foodstuffs at Houston, Tex., and New Orleans. For some time he had been suffering from diabetes but his death was not expected, he having been at his office quite recently.



Frank M. Pratt, deceased.

Mr. Pratt was born in Litchfield county, Conn., Jan. 1, 1853. At the age of 21 he moved to Decatur, Ill., and engaged in the grocery business with his father. Later he opened a general store in Oreana, Ill., where he also engaged in the grain business. Several years later he engaged in the grain business with his brother, R. E. Pratt, and in '88 they opened a branch house in Chicago and two years later another in Buffalo.

In 1890, Mr. Pratt built a transfer elevator in Decatur and four years later, erected a large corn mill and engaged in the manufacture of hominy. In 1902 this business, together with fourteen other corn mills, was consolidated into what is now known as the American Hominy Co.

Mr. Pratt and his brother, R. E. Pratt, then formed the Pratt Cereal Oil Co., and built a large mill for extracting corn oil from germs. Later, this plant was converted into a starch plant, but Mr. Pratt severed his connection with it and went to New Orleans, where he engaged in the manufacture of mixed feeds. He was very successful in the grain business at Decatur, and won a host of friends.

The deceased was buried at Decatur, beside his wife and daughter. A daughter and a son survive him.

From a single grain of wheat 19,683 shoots were grown by the Russian General Levitsky. The kernel was sown at the bottom of a conical pit. As soon as the shoot began to appear above the surface the plant was earthed over, and each time the leaf appeared more earth was filled in until after 5 or 6 earthings the pit was full and level with the surface. At each earthing the plant sends out a number of new shoots.

Shippers Protest Against Excessive Weighing Charges

At a meeting of grain shippers held in Mason City, Ia., Oct. 22, the following resolution was adopted:

Whereas, The charge for weighing grain on team track scales at St. Louis, Missouri, is 20 cents per wagon load, making an expense against the shipper of about \$2.00 per car, and

Whereas, The team track scales at St. Louis are owned by a private individual and licensed by the City of St. Louis, the owner of the scales receiving 10 cents and the City of St. Louis a license fee of 10 cents additional, and

Whereas, The Merchants Exchange weighing department is not permitted to have full supervision of the weighing of grain by these scales and does not receive any compensation for the partial supervision as done by the weighing department, therefore,

Resolved, That we, the Grain Dealers of Iowa here assembled, do protest against such excessive weighing charges in the St. Louis market and urgently suggest that the weighing department of the Merchants Exchange establish wagon scales at team tracks at their own expense and thereby obtain complete supervision of such weighing and reduce the weighing fee to a more reasonable basis.

In a letter to Geo. A. Wells, Sec'y of the Western Grain Dealers Ass'n, M. W. Cochrane, Chairman of the Dept. of Weights of the St. Louis Merchants Exchange, said the Exchange did not have authority to own and operate scales, but that it would attempt to persuade the various railroads to install team track scales,

same to be under the supervision of the Merchants Exchange Weighing Dept., which will reduce the charge for weighing.

In the meantime shippers can escape the extortion by instructing their St. Louis commission men to refuse to sell their grain to anyone unloading at team tracks having extortionate weighing charges. Twenty cents a wagon load is an unreasonable charge and should not be tolerated.

Corn is said to contain a greater percentage of oil this year; and less water.

The Grain Dealers Journal is really a help to the grain dealers in many ways. The articles on the $\frac{1}{4}$ of 1 per cent reduction of claims for "natural" shrinkage, on uniform Bs/L and numerous others are each worth many times the subscription price of the paper.—John E. Hughes, mgr. Culver Grain & Live Stock Ass'n, Culver, Kan.

To improve the compression of a gasoline engine when the piston rings and the walls of the cylinder become worn, open the crank case and sprinkle about one tablespoonful of flake graphite in the front end of the cylinder. Repeat this application once every two weeks and you will find that the graphite will fill in the low or worn places, which will bring the compression up to normal again.—W. O. Hay in *Popular Mechanics*.

Pure Food Law Forbids Mixing Bin Burned with Sound Wheat.

According to a letter of Acting Chairman Dunlap of the Bureau of Chemistry, Dept. of Agri., addressed to the Sec'y of the Southeastern Millers Ass'n the mixing of bin burned wheat with good wheat is a violation of the pure food law.

The following hypothetical case was put to the Bureau of Chemistry:

"A miller purchases from a merchant, wheat based upon the grade established by the market in which it is sold. The wheat is bought for No. 2, according to the established grade, which grade is described in the rules of the Board of Trade governing the district in which the wheat is sold. The rule governing No. 2 wheat, excludes bin burned wheat and it is found that the shipper actually shipped wheat containing a material percentage of bin burned wheat. In such a case, could the purchaser find any relief thru the operation of the federal law?"

To this the acting chairman of the Bureau replied:

"In the hypothetical case which you state, I beg to say that an interstate shipper of No. 2 wheat who places any percentage of bin burned wheat therein, would be liable to prosecution under the present law. I shall be glad if you will indicate where such cases could be found and evidence could be secured to recommend their prosecution."

Reports Wanted On Cars Leaking Grain.

Leaky car reports from different terminals, reports from various sources of cars leaking grain in transit and frequent complaints of shippers to the effect that cars tendered them for grain shipments are unfit for loading, proves conclusively that the railroads are making no effort to place their cars in condition to transport grain. Shippers are suffering heavy and frequent losses, but as many leaks are stopped before the cars arrive at destination, the cars are reported to have arrived in good order, and the shipper is unable to collect for the shortage.

IF GRAIN DEALERS all along the line will make a specialty of collecting data regarding cars leaking grain as they pass by their place of business and report the facts to us, we will gladly report them to the rest of the trade, with the hope that thereby we may place evidence in the hands of the sufferers which will assist them to collect for their loss from the railroad company.

WHENEVER you see a car leak-

ing grain note the Place, Day and Hour,

The Car Number, Initials and Company transporting it,

Where leaking and how badly.

Sign your full name and address to report and when possible get another witness of the leak also to sign the report.

Send to Grain Dealers Journal, 255 LaSalle Street, Chicago, Ill., and we will publish the Car No., Initials, Place, Time and character of the leak, one month, or until owner of the grain asks for additional facts. Owners of shipments reported leaking can obtain the original

report without cost by addressing the Journal.

WILL YOU help your brother shippers to collect for that portion of their grain sacrificed to poor equipment, and thereby encourage the railroad companies to provide cars which will deliver at destination all grain loaded into them? If you report leaks, other shippers will be more likely to report your shipments when found leaking.

Who will be the first to report grain leaking in transit before the railroad company has had a chance to sidetrack car in terminal suburbs and stop leak?



Leaking at Bottom of Grain Door - - <input type="checkbox"/>	Leaking at King Bolt - - - - - <input type="checkbox"/>
" " End " " - - - - - <input type="checkbox"/>	" " Draw Bar - - - - - <input type="checkbox"/>
" Over Grain Door - - - - - <input type="checkbox"/>	" " Side of Car - - - - - <input type="checkbox"/>
" Through Grain Door - - - - - <input type="checkbox"/>	" " End of Car - - - - - <input type="checkbox"/>
" at End Window - - - - - <input type="checkbox"/>	Grain Door Bulged—Leaking - - - - - <input type="checkbox"/>

Form for Reports on Cars Leaking Grain.

New Elevator at Chickasha, Okla.

Many new elevators have been built in Oklahoma during recent years and the prospect for the building of many more is good. Some of the railroads are refusing to grant sites for less than a 30,000-bushel elevator, but others are not particular in this matter.

Herewith we present plans of an elevator recently erected for the Matthews Black Grain Co., at Chickasha, Okla. The house was designed and built by J. A. Horn to handle both ear corn and small grain. It is of studded construction, 32x32 by about 50 feet high. The foundation is of heavy concrete and the cement basement floor is 3 inches thick.

The basement contains two sinks immediately under dump in driveway above, and valve is arranged so that grain can be diverted to either one. A No. 3 Mar-seilles Shuck Sheller is equipped with a cob elevator, so that all cobs may be carried out to car. Shucks and dust are carried 60 feet from building and there burned in a Dutch Oven. Corn from sheller is conveyed to boot by a Helicoid Conveyor.

Grain can also be received from cars, Constant Patent Chain Feeders being provided to carry grain from receiving sinks to elevator boot. The one leg is equipped with 7x16 inch cups, and discharges grain into a large garner in cupola above hopper scale. The beam of

the 300-bushel hopper scale is on the work floor below. The hopper scale is supported direct from foundation, so as to prevent its being thrown out of plumb by settling of bins, when loaded.

The bins at sides are flat-bottom. Three of these are 10x10x28 feet deep, and designed to hold ear corn. On the other side two bins are 10x10x24 feet deep, and designed for small grain.

Over the driveway are three hopper bottom bins, 10x12x18 feet deep, from which grain is spouted direct to leg in driveway.

Power is supplied by a 25 H. P. General Electric Motor. Grain may be loaded direct to cars from hopper scale. Sliding doors are provided on three sides of house. The roof is covered with No. 28 corrugated steel roofing; the side of building with drop siding.

The office, which is built out on the street, is equipped with a four-ton compound beam wagon scale.

The machinery was furnished by the Weller Mfg. Co.

Rabbits were killed by an extract from bleached flour in experiments by Professor Ladd of North Dakota to discover whether bleached flour was poisonous. After hearing testimony in the suit by the millers of North Dakota against the publication of a bulletin by Pure Food Commissioner Ladd recently Judge Pollock at Fargo reserved his decision.

Uniform Rules for Grading Grain.

[From an address by Jno. F. Courcier before Ohio Millers' Ass'n.]

After having passed thru the grilling to which they were subjected at the St. Louis convention, and after having been adopted as a whole without those who opposed some of the parts expressing a wish to be recorded negatively on the vote so to adopt, the grades of grain, about which I have the honor now briefly to speak, should not require an introduction to the millers of this country, and, in my humble judgment, certainly need no defense as a logical starting point looking to ultimate practicability.

Accordingly, I shall not undertake to discuss the phraseology adopted. To do that would require no less time than was consumed at the First Uniform Grade Congress, at the second Uniform Grade Congress, and at the 12th Annual Meeting of the Grain Dealers National Ass'n, inclusive.

The men who, upon those occasions, were assembled, were not idlers, they were busy men, men of large affairs, and all that was said and done was necessary in order that a common understanding might be reached without burdening the outcome with discontent because of the lack of opportunity to discuss phases which, when taken alone, were of no material consequence, but which, when considered in their respective relations to other and important features, likewise become important.

So, I say, it would be a several days task for any man to lay before you a statement of the objections and answers which have studded the course of the evolution of Uniform Grades.

Whether or not the phraseology now before the country for adoption was determined by the rules of average I am not prepared to say, but an average of all the old phraseology compared with that adopted will reveal a marked similarity, and I hardly think any reasonable man would demand a better foundation upon which to build.

Granting this, the thing to do is for us all to advocate and urge the universal adoption of this one set of rules in substitution for the great variety now in vogue, and then to set about cutting, squaring and fitting to place.

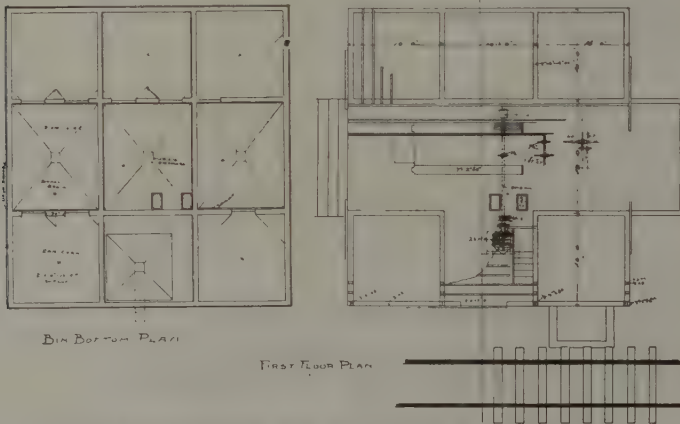
Some minimum may be found to be too high, others too low. Practical tests, by practical men, simultaneously made in different parts of the country, will soon locate the weak points, and the same processes employed in the determination of the inconsistencies, will suggest the remedies.

We are practically one large family, and no one will deny that family troubles should be settled at home.

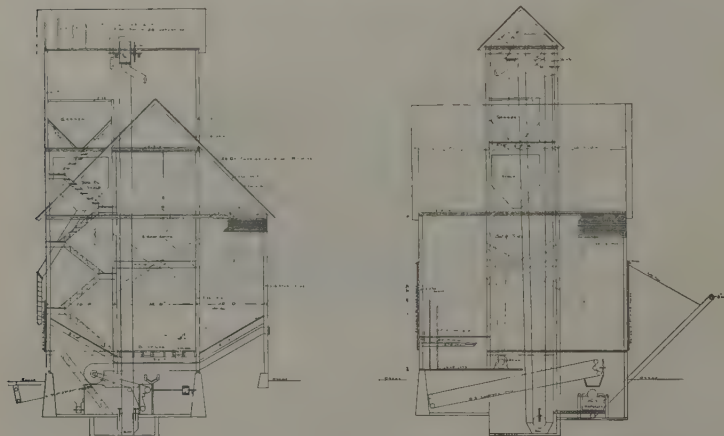
There are, and will be, differences—no topic ever became the subject of discussion unless differences existed, and no question would ever have become a great question had there not been two distinct sides to it, with intelligent men among both the proponents and the opposers.

I have an abiding faith in the common honesty, the native ability, the brains, and the common sense of the millers and grain men of this country to solve the problem of grades.

Pellagra, a disease common among the peasants of southeastern Europe, and caused by eating unwholesome Indian corn, claimed its third victim at Charlotte, N. C., recently, when the 13-year-old daughter of Justice Woods of the Supreme Court of Mississippi, died at the hospital.



Plans of Matthews-Black Grain Co.'s Elevator at Chickasha, Okla



Sectional Elevations of Matthews-Black Grain Co.'s Elevator at Chickasha, Okla.

Imports and Exports of Hay.

Hay amounting to 2,478 tons was imported during the 9 months prior to Oct. 1; compared with 40,912 tons imported during the corresponding period of 1907. Exports during the 9 months were 56,883 tons; against 51,967 tons during the 9 months prior to Oct. 1, 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Glucose, Corn Oil and Cake.

During the 9 months prior to Oct. 1 we exported 96,075,000 lbs. of glucose, 2,164,000 galls. of corn oil and 44,564,000 lbs. of corn oil cake; against 125,398,000 lbs. of glucose, 2,783,000 galls. of corn oil and 49,501,000 lbs. of corn oil cake exported during the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the 9 months prior to Oct. 1 amounted to 172,130,000 lbs.; against 165,858,000 lbs. for the corresponding period of last year. Exports of rice, rice bran, meal and polish during the 9 months aggregated 15,322,000 lbs.; against 22,321,000 lbs. for the corresponding period of 1907. Of foreign rice, rice flour, rice meal and broken rice we re-exported during the 9 months 5,919,000 lbs.; against 7,172,700 lbs. during the 9 months prior to Oct. 1, 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Weight Tickets for Farmers.

BY E. C. EIKENBERRY.

We believe the grain ticket, a copy of which we enclose, comes as near giving the farmer a complete record of the transaction as is possible, and at same time absolutely protects the dealer. This is a form evolved for our own particular needs, and it fills the bill so well that we are satisfied it can be used with benefit in any country elevator.

These purchase tickets are filled in on machines or registers that produce three copies at one impression, each bearing the same number. The machine stands conveniently near the scales, and as weights are determined all blanks are filled, the original copy is given the driver, the first copy is filed and the second copy remains in the register, which automatically folds it without tearing it off the roll. At the end of the week the register is unlocked, this continuous record of all the week's weights is removed and stored away for use in case both the original and first copy should be lost or destroyed. In handling 300,000 bus. wheat from farmers we found it necessary but once to refer to this inside record. At Camden we operate two elevators about two squares apart. All records are kept and all settling is done at an office separate from either elevator.

The copy detached and filed, at same time farmer gets the original ticket, takes the place of scale weight books and each morning all copies made the preceding day are carried to the office where a bookkeeper copies all weights into a permanent record, each farmer's deliveries being given a page or such portion of a page as their deliveries may justify. At

same time a copy of the permanent record is being made, and when farmer has completed his delivery, it is footed, proven to be correct and given to farmer at settlement. He thus has tickets together with his copy of our permanent record of settlement with him, and can compare them at his leisure. We do not settle by tickets but use them for reference in any mix-up or in pointing out errors that may have occurred at scales.

Our men insist that farmer take a ticket for each load, which is always ready for him without delay; if he comes to office to settle same day he finishes hauling, his tickets of that day's deliveries, which he is almost certain to have with him, complete our record. If he comes at any subsequent time our records are complete and the bookkeeper has his settlement ready. In case of dispute as to number of loads delivered, farmer is asked to produce his tickets and if he can not do this, the continuous records taken from machines at end of each week are taken as final.

A system that is as complete as this defies loss by fraud and discourages any attempt to collect for grain not delivered. Another thing we have noticed is that a farmer will take scrupulous care of tickets issued on a regular form such as this signifying that they mean something to him, when the same farmer will attach but little importance to tickets made on pieces of paper of any sort, size or shape. There is always the possibility of alteration, and of disputes over figures rendered illegible by wear or from other causes. Our carbon copies furnish us absolute protection, legal if necessary, against carelessness or fraud, intentional or otherwise.

Country grain dealers as a rule exercise unpardonable and unbusinesslike looseness in records of weights given to farmers, and we believe suffer annually losses from such carelessness that would more than make good the expenditure involved in installing a system such as we have here attempted to outline. These machines, together with enough supplies to care for 300,000 bus. of grain, cost us but \$25 each. They make at one impression our farmers' ticket and a two copy scale record, thus saving labor and entirely obviating disputes and loss. The system is not so expensive but that it can be installed profitably by the smallest country elevator, and can be used still more profitably by those receiving large amounts of grain by wagon delivery.

We desire to call especial attention to the space in which weighers make notation when load is weighed as to whether driver is on or off scales, and also the space for notation as to test weight of grain, if it be wheat, this helping to determine value of crop when all delivered. The number of elevator to which grain is delivered is marked, together with weigher's mark, enabling us at any time to detect and place responsibility for any carelessness or mistakes on part of our own people.

When two elevators under same control are operated at one station, a farmer may deliver part of his grain at each house, and still when he comes to settle all is found on same record and only the ticket refers to which house any particular load was delivered. In the rush season this expedites unloading and prevents any confusion or irregularities.

Bulk handling of grain is opposed by the Chamber of Commerce of Hull, Eng., on the ground that elevators are more expensive than bags.

CAMDEN ELEVATOR CO.

Camden, Ohio.

GRAIN TICKET.

Date	Elevator No.	Weigher

Name	
Grain	
Gross	
Tare	
Net	

N^o 9855

Driver	Test	Bus	Pds.

For Errors or Corrections Return this Ticket

The Merchandising of Corn.

[From an address delivered to the students of the special course at Ames, Iowa, on Nov. 19, 1908, by E. J. McVann, Secretary of the Omaha Grain Exchange.]

When I was asked to come to Ames and address you on the methods of merchandising corn in the cash market, I asked Professor Crossley to indicate to me the points I would be expected to cover, and he made the very practical suggestion that I group my remarks under two heads:

(1) The method of handling corn on the cash market by buying and selling through the broker and commission merchant.

(2) The method of dealing in futures, which is the speculative side of the grain business.

I have adopted these suggestions and will endeavor to make clear to you just how the business is handled in the markets, both as to cash and future trading.

Grain Grading: You have been told very clearly and interestingly by the gentleman who has just preceded me about inspection and grading of grain. He has taken you through the process by which the all-important samples are obtained and brot to the sample table. In order to discuss with you intelligently the remainder of the process of merchandising corn, it is necessary for me to devote a few words to the subject of the place where the trading is done. This is ordinarily called the Exchange room, or trading room, and it is maintained by the organization composing the whole grain trade in the market: buyers, sellers, dealers, commission merchants and brokers.

The evolution of this idea of organizing a single trade compactly, delegating to that central organization the many duties connected with the collection and distribution of that commodity, is a very interesting study, but could not be gone into within the limits of this talk. Suffice it to say that the Grain Exchange or Board of Trade, is probably the most elaborate example of the method. In the great trading halls of the principal exchanges is gathered all the machinery for making buying and selling easy: the telegraph and telephone wires center here; blackboards are provided for registering every word of the prices being paid in other markets; information is supplied as to receipts and shipments, indicating clearly the flow of the grain currents; figures are given to show the visible supply as against the world's needs; all sorts of information filters into the trading hall and all of it has its effect upon the market for the day. Here the samples are brot and here the corn is offered for sale.

In every great market there are two principal parties, the sellers and buyers. The seller may be the owner of the property, but usually he is the agent of the owner and is known as a commission merchant. The buyer may be a dealer or speculator acting for himself, but he is usually the agent of the consumer, and is called a broker. The distinction between the broker and the commission merchant is that the business of the commission merchant is, in my view at least, more important than that of the broker. He must assume every responsibility that would be assumed by the owner of the property. He must find buyers, assure himself that he is obtaining for his customer the best possible price and that he is selling to a responsible party who will be able to pay for the grain.

The broker, on the other hand, usually receives instructions to buy certain quantities and certain grades of grain. He is generally tied down by a definite price, within narrow limits. Usually he represents responsible people and does not need to worry about the acceptance of his purchases. As a result of these distinctions, the commission merchant receives for his services a much larger rate of pay than the broker, ordinarily from $\frac{1}{2}$ ¢ to 1¢ per bushel, while the broker gets but $\frac{1}{4}$ ¢ as a rule.

With the modern system of inspection much of the difficulty of trading has been eliminated. Buyers and sellers get together easily. Once the grade of grain is fixed, the range of prices within that grade is not very great and the judicious commission merchant and the skillful buyer very readily come to terms.

In the great primary markets there is a great diversity of interests on the buying side. There are the manufacturers of corn products such as starch, glucose and breakfast foods; the stock feeding concerns; the millers; the distilleries and, most important of all, the representatives of the exporters. Some one of these classes of buyers has a place for every grade of corn that is offered and the only unfortunate thing about the business is that there is so very little of the tip top grades. You lo-

wans have heard many sermons on this branch of the subject from men who are so much better qualified to talk about it than I am, that I won't venture more than the merest allusion to it. Much improvement has been made as the result of their efforts and I am sure we are all looking forward confidently to the day when nobody will dare to offer a level price for "3 corn or better," but will be compelled to make the better price to fit the better grade.

It may seem somewhat risky to one unfamiliar with modern merchandising methods, for a buyer to make a purchase of 1,000 bus. of corn based upon a small sample or an inspector's grade ticket. This risk is minimized by the machinery provided for re-inspection by the chief inspector, for appeal to the Grain Committee and by other safeguards such as the definition in the rules of fraud perpetrated by what is known as plugging, or, in other words, putting damaged or worthless grain in a car and covering it up with sound grain in such a manner that the ordinary inspection will not disclose its presence. In all of these matters every effort is made to protect both buyer and seller.

Weights: In the important matter of ascertaining weights, a large amount of money is spent so that the weighing of grain may be intelligently supervised, and all of the little irregularities that are likely to creep into this branch of the business may be eliminated so far as possible. In all matters pertaining to inspection, sampling, re-inspection, weighing, etc., it is the intent and purpose to use the machinery of the organization to place buyer and seller on an even keel and keep them there. The result is that, where business was formerly done in slow, halting and uncertain fashion, it is now done speedily, easily and in full confidence of results, as a general thing.

The Buyers' Problem: Having now sold our corn, we must proceed to consider the problems to be met by the purchaser of

it, who may have to keep it for some time before he can re-sell it at a profit. This brings us into the realm of what is known as future trading. Trading in futures is very little understood outside of the students of economics and the men who are engaged in those classes of business where hedging, so called, has become a necessity. There is need for a clearer and fuller understanding of this very important side of the grain business.

Take the case of Nebraska, where we will have, when this year's corn crop is harvested, over 200,000,000 bus. of corn. Let us assume that one-half of this amount is consumed within the state, which will leave 100,000,000 bus. of corn to be disposed of for outside consumption. At present prices, this will mean that somebody must pay to the farmers of Nebraska about \$50,000,000 in good money.

Nobody knows at the time the corn commences to flow to the railroad for sale and shipment just what is going to be done with it. It may meet a ready market and it may meet a market filled to repletion with the offerings of other states and countries. If the grain dealer who buys any considerable quantity of it is obliged to provide a warehouse for the storage of it, to insure the property against loss by fire, and tie up his money indefinitely in the grain, taking all the chance of being able to sell later in some unknown direction, he must and will have a very wide margin to cover all of these charges and risks.

It was found long ago, however, that there were always some men who were big enough and strong enough and possessed of foresight enough to endeavor to forecast the future and to make prices according to their prophecy. With reference to this well-known fact, the Supreme Court of the United States said in an opinion in a case involving future trading, that "Speculation of this kind, by competent men, is the self-adjustment of society to the probable." "Its value is well known," say the learned judges, "as a means of avoiding or mitigating catastro-



Schmitz's Weight Ticket Passer. See page 689.
Fig. 3, Inside. Fig. 4, Outside.

phes, equalizing prices, and providing for periods of want."

What Future Trading Accomplishes: That is precisely what future trading does accomplish. A man may buy today 100,000 bus. of corn, without any knowledge of whether it is to be sold or consumed. His next step is then to hedge his purchase, by which is meant the sale of an equal amount for future delivery. The result is that he is guarded against all fluctuations of the market during such time as he has in his possession the actual corn and the contract for the future.

If the price of his corn goes up, he makes a profit upon the actual corn in hand and a loss upon the contract for delivery in the future. On the other hand, if the price of corn goes down, he suffers a loss upon the actual corn, but recoups himself by the profit resulting from his sale of the future.

It is the buying and selling of these contracts for future delivery which makes the speculative market. They have a sound basis in law, as well as in economics. The matter of trading in futures has been before the United States Supreme Court on many occasions and that Court has repeatedly and clearly defined the difference between legitimate trading in futures and what we know nowadays as bucket-shop operations.

"Legitimate trading," says the Court, "is the making of contracts for future delivery, where it is fully intended that that delivery shall be actually made." On the other hand, the making of contracts for the purchase and sale of futures where it is understood or implied that no delivery will be made, and that the difference in price will be settled in cash, is mere gambling and will not be recognized by any court, nor will any transaction or contract growing out of it be enforced.

The question may be asked whether it is not a fact that many of the contracts for future delivery, legitimately made in pursuance of the rules of the exchanges,

which bind the parties to deliver the actual goods at the time of the expiration of the contract, are frequently settled in cash. This is true, but it does not vitiate the transactions if they were originally made in good faith and if the parties to them intended to handle the actual property covered by the contracts. Upon this point the Court says that it is a well known principle, recognized in all business and in law, that any two parties having any business transaction with each other, which may be balanced one against the other, may meet, strike a balance and settle the transactions.

Bucket-Shops: I have tried to find out just where the term bucket-shop originated, but so far I have not been able. The term has come to mean those places where mere gambling upon the fluctuations in quotations on grain, stocks or cotton is carried on. That is, in these places the customers put up certain margins based upon their opinions that prices will rise or fall a certain amount within a stipulated period. They have no intention of purchasing any of the staples or stocks and have no such merchandise or stocks to deliver, also they may sign contracts purporting to obligate them to do so. Herein lies the exact difference between the gambler and the legitimate speculator, because the latter seriously obligates himself either to receive or deliver the actual merchandise covered by his contracts which are entered into in good faith, for a worthy purpose, in the process of what the Supreme Court calls "the self-adjustment of society to the probable." I am told by reputable business men, who have spent their lives in merchandising grain, that a most conservative estimate of the risks to be taken and the charges to be met in carrying the grain crop of the country, without any opportunity to hedge the purchases, would be from five to ten times in amount what is now considered an absolutely safe margin upon which to merchandise where hedging is possible. Even a mere beginner in the study of eco-

nomics will know that the saving thus effected goes to the producer, very largely through the operation of competition between the middle-man for the privilege of handling our great surplus crops.

Schmitz's Scale Ticket Passer.

Before the invention of the Schmitz Scale Ticket-Passer, it was necessary for the weighman either to leave his office and hand the scale ticket to the teamster in person, or to pass the ticket to him thru an open window by means of a long stick slotted at one end to grip the ticket.

The first of these antiquated methods entailed in the first place, loss of time in delivering scale ticket to teamster; no small item, when the waiting teams are strung for blocks from the elevator.

Second, exposure of weighman to wintry blasts while talking with the warmly clad driver, should he happen to be in a garrulous or a querulous mood.

Third, waste of fuel caused by the door being opened frequently.

All of the above objections apply tho with less force to the slotted stick.

The accompanying illustrations show the working of the new device.

Figure 1 is an interior view of the scale office with the weighman in the act of passing the ticket out to the driver. It requires but one movement of the hand to place the ticket in position where the driver can reach it from his seat upon the wagon.

Figure 2 is an exterior view of the scale office showing the driver in the act of taking the ticket.

Fig. 3 shows parts of passer inside office. The lever with chain attached for raising the extension rod on the outside, and the holder for clamping ticket at opening in cast iron pipe which extends thru office wall.

Fig. 4 shows exterior, the weighted extension rod being hung so that cap at end will fit hole in wall snugly and keep out cold air.

This device has been in constant use for two years and the long test has proved to the inventor, Mr. J. A. Schmitz of Chicago, that as a practical time and labor saver it is an assured success.



Fig. 1.—Weigher Operating Ticket Passer.



Fig. 2.—Farmer Removing Ticket from Passer.

Grain Trade News

CANADA.

Regina, Sask.—F. A. Bean will erect an eltr.—C.

McLean, Sask.—The municipal eltr. here has been leased to James Smith.—R. F. R.

Winnipeg, Man.—The H. D. Metcalf Grain Co., limited, incorporated; capital stock, \$50,000.

South Qu'Appelle, Sask.—The municipal eltr. here has been leased to A. T. Whiting.—R. F. R.

Montreal, Que.—Chas. J. Baird, for 30 years with Crane & Baird, exporters, died Nov. 11, aged 71 years.

Grenfell, Sask.—G. Powell, E. Fitzgerald and R. S. Lake have dissolved partnership in the Grenfell Eltr Co.

Port Arthur, Ont.—At Eltr. A of the Port Arthur Eltr. Co. an engine cylinder blew out Nov. 4. Repairs were made. No one was hurt; and the handling of grain was soon resumed.

Yellow Grass, Sask.—Conger & Co. are building a 20,000-bu. addition to their 40,000-bu. eltr.; also a 40,000-bu. addition to their 30,000-bu. eltr. at Rouleau. They have just completed a 30,000-bu. eltr. at Brownlee, Sask. The eltrs. are all blocked at Yellow Grass.

Montreal, Que.—The Montreal Warehousing Co. has loaded 13,524,000 bus. of grain into steamers at this port since the opening of navigation, which is more than half the total exports. During October Eltr. B of the company loaded direct into ocean vessels 1,455,300 bus. of grain.

Fort William, Ont.—The Grand Trunk Pacific Railway Co. has closed contract with James Stewart & Company, Chicago, for the construction of a grain elevator which will form a part of the first unit of four 10,000,000 bus. eltrs. which ultimately will be built here. The first contract consists of a working house having a capacity of 750,000 bus. and a storage annex having a capacity of 2,500,000 bus. The balance of the first unit of 10,000,000 bus., consisting of tank storage, will not be built at present. The construction will be of concrete and steel throughout, resting upon pile foundations. Piles will be about 40 or 50 feet long and will go down to a rock ledge underlying the site. In addition to the working house and annex there will be a dryer plant, a concrete dock, boiler house for heating and drying purposes and switch and transformer room. Power for operating the eltr. will be electrical, but it has not yet been decided by the railroad company whether it will purchase the power from a local power station or construct a power plant of its own. The unloading capacity of the eltr. will be 200 cars per day of ten working hours. It will have a train shed four tracks wide and five cars long, making a total of twenty receiving car pits each with a capacity of 2,000 bus. under the tracks. Power shovels will be used for unloading the cars and belt conveyors will bring the grain from the pits into the legs of the elevator of the working house. Each of the five receiving legs and five shipping legs will have a capacity of 15,000 bus. The nine cleaner and screenings legs will vary in capacity from 3,000 to 6,000 bus. Each cleaner leg will have a battery of 3 large warehouse receiving

separators for wheat or oats and in addition there will be facilities for cleaning screenings and flax. All cleaning machinery will be on the first floor. Ten hopper scales of 2,000 bushels capacity will be located on the scale floor of the cupola. A complete system of movable and fixed spouting will be provided for handling the grain in the eltr. Six shipping spouts will be arranged to spout the grain into vessels from the twelve shipping bins at the rate of 60,000 bus. per hour. A passenger lift, dust collecting system, electric signals and ladders in all bins, electric lights and telephones will be among the auxiliary equipment for making the eltr. up to date in all respects. The annex will consist of seventy bins 24 ft. in diameter, arranged in ten rows one way and seven the other, each two rows being filled by a belt conveyor overhead and emptied by a belt conveyor underneath. The annex will be broadside to the working house, each belt conveyor coming under the car shed and discharging into the shipping leg. The working house will be 240 ft. long and 70 ft. wide. The eltr. will be designed and built under the management of the Chicago branch of James Stewart & Company. Mr. John S. Metcalf of Chicago will be consulting engineer, acting in the interest of the Grand Trunk Pacific Railway.

CHICAGO.

W. S. Booth has associated himself with A. J. White & Co.

The Northern Malt Co. has bot a rope drive of the Weller Mfg. Co.

The directors of the Board of Trade are offering \$2,600 for memberships.

L. W. McMaster will go with the grain department of Babcock, Rushton & Lumberback.

Eighty new members have been admitted to the Board of Trade Mutual Benefit Ass'n.

Henry Kauffman of St. Louis has bot the corn mill at Cragin, and will equip the plant to grind wheat.

A shipment of No. 2 Idaho white oats weighing 37 lbs. to the bu. was received recently and sold at the top price of 55½c.

The Diamond Food Co., incorporated; capital stock, \$100,000; incorporators: O. A. Benson, Horatio Cure, John D. Meidinger.

The new office inspection of grain, which has been adopted on three roads has been applied on all roads entering Chicago beginning Nov. 23.

A strike has been threatened at the eltr. of the Peavey Grain Co. on the Calumet River. The grain trimmers demand an increase from 27 to 30c an hour.

All margins of the defunct firm of A. O. Brown & Co. have been indorsed down by Pres. Sager. After investigation the margin committee so recommended.

Frank J. Delaney, who was until recently mgr. of the Nash-Ferguson Grain Co., at Kansas City, and mgr. of the Elwood Grain Co. at St. Joseph, Mo., has engaged in the grain business at Chicago in joint account with J. C. Shaffer & Co., handling the firm's trade in milling wheat.

Shippers finding clauses of the new uniform B/L objectionable are invited by W. M. Hopkins, mgr. of the Transportation Dept. of the Board of Trade, to make complaint to him.

The Hills Benedict Linseed Oil Co. has bot of Weller Mfg. Co. a complete equipment including incline bucket eltr., screw conveyor and steel boxes together with power transmitting machinery.

The public eltrs. of the Armour Eltr. Co. are to be operated under the name of the Armour Grain Co., the latter having recently made application to the state railroad and warehouse commission for a license.

Offices will be established at Chicago by the American Cattle & Poultry Food Co., of Binghamton, N. Y., which, in the spring, intends to build a plant for the manufacture of its foods, in position to cover a wider field.

H. D. Wetmore has sailed from New York for Panama on another extended tour of the world. With his daughter he will go to Valparaiso, Chile, cross the Andes to Argentina, pass the winter at Buenos Aires and visit Paris and Liverpool in the spring.

Robert Warren Carder, sec'y and treas. of W. A. Fraser Co., and a member of the Board of Trade, was married Nov. 5 to Miss Georgia Tennis Purdy, of Fond du Lac, Wis. Mr. and Mrs. Carder will be at home to their friends at 955 E. 53rd street after Dec. 1.

A score of Board of Trade firms operating eltrs. have joined in a signed statement that they will endeavor to prevent the cancellation of the elevation allowance. They deny that the directors of the Board of Trade have taken any action for or against the allowance.

To represent the Board of Trade on Grain Exchange Day at the Omaha Corn Exposition, Dec. 15, Pres. Sager has named the following members: Frank Bunch, Adolph Gerstenberg, Edward Andrew, J. C. Murray, S. P. Arnot, W. N. Eckhardt and W. S. Booth.

Application for membership to the Board of Trade has been made by Paul A. Balbach, Charles M. McFarlane, Edwin Lorain Hardy, Harry N. Knight. Application for transfer of membership has been made by Henry Crosman, Frederick J. Reynolds, Isaac A. Schoen of St. Louis, William Young, Jr., William F. Zeller, Geo. C. Sanborn. The directors recently admitted the following to membership: Frank Calvin Ballard, George S. Miller, Walter E. Rich, Hayden W. Ward, Samuel Beaumont, Luther E. Goble, Lemuel B. Patterson, Francis William Stevenson, Hiram Mills.

About 19 per cent of the cars of grain arriving at Chicago during October were leaking. The 2,926 cars were leaking at the following points: 492 at grain door, 235 over grain door, 957 at sides of car, 502 at ends, 12 at king bolt, 81 at draw bar and 707 at boxes. In comparison there were 17 per cent of the arrivals found leaking during October last year, the total number being 3,363, of which 1,002 were leaking at grain door, 434 leaking over grain door, 1,006 at sides of car, 892 at ends, 13 at king bolts, 156 at draw bar, 860 at boxes, as reported by H. A. Foss, Board of Trade Weighmaster.

The new system of grain inspection at the central office, which has been fully described in the Journal, was explained by Chief Cowen last Saturday to grain receivers who met in the smoking room of the Board of Trade. The receivers

discussed the delivery of samples by the state department to the floor of the board. Mr. Cowen is now and has always been willing to deliver the samples to the grain receivers on the floor of the board. In inaugurating the new system of office inspection Chief Cowen has earned the warm commendation of the country shippers who now are demanding its extension to all roads entering Chicago. On a vote 28 were for and 28 against the new system.

A special train will be chartered to take Board of Trade members to the National Corn Exposition on Grain Dealers Day, Dec. 15th. At yet the comite who have arrangements in charge have not decided on the road over which the special train will go. The train however will leave Chicago on Monday evening, Dec. 14, and on the return trip will leave Omaha Tuesday evening, the 15th. The railroad fare for the round trip will be \$15, sleeping car berth \$5. The commite extends a cordial invitation to all country shippers who desire to accompany the Board of Trade delegation, and dealers going via Chicago to communicate with Mr. F. M. Bunch, chairman, 97 Board of Trade, and reservations will be made according to requirements.

COLORADO.

Clarkston sta., Kremmling p. o., Colo.—The Clarkston Grain Cleaning & Grinding Co. incorporated, capital stock, \$5,000; incorporators: Wm. Bell, W. H. Bell, Paul Goodline and Jos. Walters.

IDAHO.

Rexburg, Ida.—Miller Bros. are remodeling their eltrs. here and at Sugar and St. Anthony. G. H. Birchard has the contracts.

Nampa, Ida.—The eltr. being erected in connection with the Nampa Roller Mills, is nearing completion. It will have a capacity of 50,000 bus.

Caldwell, Ida.—The Idaho Implement & Grain Co. incorporated; capital stock, \$5,000; incorporators: B. M. Holt, J. W. Watkins, W. G. Cowden.

Nez Perce, Ida.—Next season the following firms probably will build grain warehouses at Nez Perce: Vollmer-Clearwater Co., Kerr, Gifford & Co., C. E. Wood Co., Balfour, Guthrie & Co., P. W. Lawrence and L. W. Robinson.—J. L. Woodward. Nez Perce Roller Mills.

ILLINOIS.

Colfax, Ill.—J. R. Williams leases the eltr. of J. E. Hawthorne.

De Witt, Ill.—J. W. Wallrich is now agt. for D. Pletsch & Son.

Florence Station, Ill.—Graham Bros. are remodeling their old eltr.

Durand, Ill.—Graham Bros. Co. has succeeded Bokhof & Graham in the grain business.

Le Roy, Ill.—E. R. Ratliff is installing a new Drier with a capacity of 2,000 bus. per hour.

Steward, Ill.—Jas. Southard's new equipment for his eltr. has been bot of Weller Mfg. Co.

Pesotum, Ill.—I have succeeded Condon & Riemke, and will deal in coal, grain and seeds.—J. T. Riemke.

Decatur, Ill.—Frank M. Pratt, a pioneer of the grain business here, died suddenly Nov. 9, at Houston, Tex.

Robinson, Ill.—Our old firm has withdrawn from the grain business for the present.—John Olwin & Co.

Shawneetown, Ill.—Gale Bros. Co., Cincinnati, O., capital \$125,000, incorporated here with a capital of \$25,700.

Le Roy, Ill.—C. T. Kaw, agt. for the Zorn Grain Co., is unable to be at the office, on account of rheumatism.

El Paso, Ill.—M. L. Miller has succeeded Sheppard & De Bolt, operating a 50,000-bu. eltr. on the T. P. & W.

Forrest, Ill.—A fresh coat of paint on the interior of my grain office adds much to its appearance.—H. Wendell.

Maquon, Ill.—I have bot out the Neola Eltr. Co., for which I was agent, and now run the eltr. for myself.—Thos. Melton.

Anchor, Ill.—The Anchor Farmers Eltr. Co. has recently installed a Johnson Grain Drier, also replanked the scale and driveway.

Springfield, Ill.—A proclamation announcing the Illinois Corn Exposition, Nov. 23-28, has been issued by Governor Deneen.

Kankakee, Ill.—Waldron Grain Co. incorporated; capital stock, \$6,000; incorporators: E. D. Risser, H. H. Troup, E. E. Rollins.

Chatsworth, Ill.—I have newly recovered and reframed my scales and made other improvements about my driveway.—James H. Kerrins.

Sheldon, Ill.—Harry Eastburn, son of A. M. Eastburn, has succeeded me as manager for the firm of A. M. Eastburn & Co.—N. L. Layer.

Camp Grove, Ill.—H. M. Dewey & Co. are installing a 10-h.p. gasoline engine in their eltr., and have newly covered their eltr. with steel siding.

Cooksville, Ill.—Cooksville Grain Co.'s eltr. is undergoing some repairs. A breakage was caused by decayed timbers, which are being extensively replaced.

Towanda, Ill.—I am putting in new abutments under my eltr., and fixing up the driveway in preparation for the new crop movement.—J. W. Probasco.

Wetaug, Ill.—The mill and eltr. of Davis & Mowery burned Nov. 5, destroying about 5,000 bus. of wheat and 100 bbls. flour. Loss, \$23,000; insurance, \$2,000.

Tallula, Ill.—The Farmers Eltr. Co., recently incorporated, has let the contract for a 30,000-bu. eltr. on the C. & A. to the Burrell Engineering & Construction Co.

Cisco, Ill.—We have purchased the business of F. S. Weilepp & Co. here and will continue to deal in grain, coal and seed.—Cisco Grain Co. by C. N. Weilepp, Mgr.

Atlanta, Ill.—While working about an eltr. at Mountjoy Switch, I. Adams got his finger caught in the machinery of a grain dump, crushing it so amputation was necessary.

Cass sta., Virginia p. o., Ill.—Schultz, Baujan & Co., of Beardstown, are having a 10,000-bu. eltr. erected on the B. & O. S. W. by the Burrell Engineering & Construction Co.

Risk, Ill.—The Strawn Farmers Eltr. Co., of Strawn, Ill., will build and manage an eltr. here on the Illinois Central with a capacity of 20,000 bus. The contract has been let to the Burrell Engineering & Construction Co.

Trilla, Ill.—By the purchase of W. E. Ashbrook's interest in the eltr. of Champion & Ashbrook, E. L. Champion has become sole owner. He is making exten-

Pure Owl Brand Cottonseed Meal
41 per cent Protein Guaranteed
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IDEAL BOILER COMPOUND.

A vegetable compound of superior quality that will clean your boilers of incrustation at a minimum cost, and is perfectly harmless to boiler or connections.

IDEAL BOILER COMPOUND COMPANY,

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Nineteenth and Grove Sts.

CHICAGO

Y means **YOU**
O means **Orders**
U means **US**
N means **Now**
G means **Grain**

There is a connection. The whole means **YOUNG & CO.** who want your business
CHICAGO, ILL.

THE MINNEAPOLIS STEEL AND MACHINERY CO.

Builds the best fire-proof construction elevator because:

It costs less.
Can be built quicker and at all seasons of the year.

It keeps the grain absolutely free from moisture.

There is no danger of cracked walls or from settling foundations.

In case it is desired to move the elevator there is at least 50% salvage.

MINNEAPOLIS, MINN.

sive improvements and putting in new dumps. J. M. Haddock is doing the work.

Van Petten, Ill.—The Van Petten Eltr. & Grain Co. is putting cement abutments under the driveway of the eltr. The old ones were not considered safe.

Latham, Ill.—Kautz & Maus have bot a complete equipment for their new eltr. including drag conveyor, bucket eltr. 18 x 7" and power transmitting machinery, of the Weller Mfg. Co.

Ransom, Ill.—We are building a new double corn crib, 30 x 40 x 10; and a new coal shed, 20 x 64 x 12. We have added lumber and tile to our line of business.—Farmers Eltr. Co., L. H. Perry, mgr.

Rochester, Ill.—Twist Bros. have bot of the Weller Mfg. Co. a complete equipment for their eltrs. at Kincaid and Callo-way; a manlift at each point with shell-ers, elevating and conveying machinery.

New Holland, Ill.—The New Holland Grain Co. is having an eltr. built by S. Campbell. The capacity will be 25,000 bus. and it will be equipped with 50-h.p. steam engine and boiler, Western Sheller and Beall Improvements Co. Improved Cleaner.

Cutmer sta., Stockland p. o., Ill.—The new eltr. of 10,000 bus. capacity being erected for E. C. Sumner by the Burrell Engineering & Construction Co. will be equipped with B. S. C. Chain Feeder & Conveyor. The house is on the Indiana Southern.

Decatur, Ill.—The Decatur Cereal Co. has given an order to the Minneapolis Steel & Machinery Co. for cross compounding their present Twin City Engine by adding a 48 x 48" low pressure side. When completed, this will give double the power the company had before.

Windsor, Ill.—The directors of the Windsor Grain Co. have not yet decided what they will do about their new eltr. burned, Nov. 4. They will probably not rebuild, as they are doing the business thru their other plant here.—Dean L. Moberly, mgr. Windsor Grain Co.

Farmer City, Ill.—The Farmers Grain Co. is making extensive repairs on its eltr.; recirribing the entire building and covering with galvanized iron; also enlarging the dumps and putting in additional machinery. When finished it will be the most up-to-date elevator in this section of the country.

Teheran, Ill.—The old eltr. of McFadden & Co. is being torn down to make room for their new building equipped with up-to-date machinery including automatic scales. Its capacity will be 20,000 bus. The outside will be covered with galvanized iron. W. O. Anno has the contract for the construction.

Champaign, Ill.—The office of the Baldwin-Walker-Tankersley Co., formerly under the management of W. C. McGuire, is now in charge of J. Willis Dickson, late of Hobart, Okla., and formerly of Memphis, Tenn. Mr. McGuire retains his interest but has removed to Bloomington, where he is with the new Central Mill & Eltr. Co. as salesman.

Randolph, Ill.—Tho apparently in the best of health, Carl Pagel died suddenly from heart disease, Nov. 2. Nearly a year ago he was married to Miss Freda Zierfurs. Since then he had worked for Mr. Zierfurs who operated the eltr. for the Rogers Grain Co. Recently the young couple had moved into their newly furnished home. Mr. Pagel's sterling worth made him one of the rising young men of the county.

Minooka, Ill.—The old Knapp eltr., belonging to the Minooka Grain, Lumber & Supply Co., burned early in the morning of Nov. 14, imperiling the town, as a gasoline tank containing nearly 150 gallons stood near. About 19,000 bus. of corn and oats in storage were destroyed. Insurance on grain, \$10,000. In July the company bought the buildings for \$18,500; insurance on these, \$15,000. The company will rebuild as soon as possible.

Ridgefarm, Ill.—W. F. Banta, who has been connected with the grain interests in this state for the past 30 years, has sold his string of eltrs. to the National Eltr. Co. of Indianapolis, Ind. The eltrs. are at Ridgefarm, Humrick, Mortimer, Wood-yard, Silverwood, Ind., and Silverwood Island, which is also in that state. H. J. Banta, who has been superintendent over the various eltrs., has been retained by the new management. Mr. Banta's retirement is due to ill health.

Dalton City, Ill.—The Farmers Grain Co. incorporated; capital stock, \$12,000; incorporators: John Moody, J. L. Mayes, A. C. Scott, Will Hogan. The new company has bot the eltrs. of C. A. Hight & Co. on the I. C. for \$15,000. The houses have a capacity of 50,000 bus. of shelled and 60,000 bus. of ear corn. The directors of the company are, John Moody, pres.; William Hogan, secy.; J. L. Mayes, treas.; and C. A. Scott, Bert Sanners, Sam Ekiss, Grant Cole, B. F. Fletcher and Frank Wilson.

Peoria, Ill.—After working five hours one night the firemen supposed they had extinguished a fire in the feed mill of the Woolner distillery, but four days later the flames which had been smouldering broke out and caused \$10,000 damage to the plant Nov. 7. Increasing volumes of smoke made it evident that the fire was still there and renewed search was made by the firemen, and when they cut away a partition air reached the fire, which all most got beyond their control. The roof was burned off the 8-story building, which will have to be rebuilt.

As many of the members of the Illinois Grain Dealers Ass'n have written, saying they were going to attend the Corn Exposition at Springfield and asking if there was to be a "Grain Dealer's Day." Pres. Wayne has fixed Nov. 27 and 28 as a Grain Dealer's Day, and invites all the members, and the commissioners from Illinois, to attend those days. The board of arbitration, the executive committee, and some of the other important committees of the ass'n, will meet the 27th, to take up such business as needs their attention, and it is hoped that there may be as full an attendance of members as is possible. It is a good thing to get together once in a while, and during the Corn Show seems to be the right time. If members have anything that needs attention, they are asked to report it. Headquarters will be at the St. Nicholas Hotel, and the board of directors will meet at 10 o'clock a. m. the 27th inst. S. W. Strong, sec'y, Pontiac, Ill.

INDIANA

Orleans, Ind.—Moses Craig, aged 48 years, recently had his arm torn off in a corn shredder.

Fountain City, Ind.—Mr. Harris has succeeded Harris & Jarrett in the grain and coal business.

Vincennes, Ind.—The work of rebuilding the burned eltr. of Bartlett, Kuhn & Co. will soon begin.

Plymouth, Ind.—A local division of the Indiana Grain Dealers Ass'n is to be organized at this place.

Rileysburg, Ind.—Martin Current has bot the interest of Henry Ricketts in the eltr. of Marble & Ricketts.

Boggs town, Ind.—The Nading Mill & Eltr. Co. is installing the fourth S. S. Corn Sheller made by the B. S. Constant Co.

Winamac, Ind.—We contemplate overhauling the eltr. we bot, and have some changes in view for next summer.—Starr Bros.

Union City, Ind.—John Parent & Co. will tear down their old eltr., the new house of 30,000 bus. capacity having been completed.

Wyatt, Ind.—I have bot D. P. Moore's eltr. here; I was previously manager for A. M. Eastburn & Co. at Sheldon, Ill.—N. L. Layer.

Rushville, Ind.—The complete equipment of machinery for the eltr. of J. K. Hinkle & Co. has been furnished by the Weller Mfg. Co.

Uniondale, Ind.—We will probably rebuild our burned eltr. early in the spring so as to be ready for next season's crop.—C. F. Davison, Bluffton, Ind.

Kirkpatrick, Ind.—J. P. Halstead was married Nov. 11 in celebration of the completion of his new 20,000-bus. eltr. His many friends wish him much joy.

Indianapolis, Ind.—Preliminary to the great corn show at Omaha an exhibit of corn was held Nov. 20 at the state house in charge of J. J. Milhous of Valley Mills. Corn making good score will be entered at Omaha.

Mardenis sta., Roanoke p. o., Ind.—Another motor, a new grinder and corn sheller and a cellar are among the new equipments and improvements of the Weber & Purviance plant that has a capacity of 8,000 bus.

Indianapolis, Ind.—The Brafford-Files-Thomson Co. has been dissolved. I am now pres. and gen. mgr. of the new firm known as the Files Grain Co. with offices in the Board of Trade bldg. Associated with me is C. L. Hogle.—A. F. Files.

Vincennes, Ind.—Instead of going to the Louisville distillery the salvage grain out of the burned eltr. of Bartlett, Kuhn & Co. was bid in by the American Cattle & Poultry Food Co., of Binghamton, N. Y., which has had the grain put in condition at Toledo and Chicago. The drying was under the supervision of C. E. Metzler.

Huntington, Ind.—The new grain eltr. firm of Weber & Purviance has let the contracts for an eltr. up-to-date in every detail to be erected where the Schulenberg Bros. & Weber plant burned several weeks ago. The ground plan for the main structure is 50 x 36 ft. by 70 ft. high; grain capacity 25,000 bus. The plant will also have a cob house and a dust house. The Reliance Construction Co. has the general contract to erect and equip the new plant.

Linden, Ind.—An explosion of oats dust in the main building of the American Milling Co. and the following fire destroyed the whole feed factory. Four employees were injured. The explosion occurred shortly after 9 o'clock on the morning of Nov. 14, and within half an hour the two-story main building had been destroyed. Despite the efforts of the 90 men employed at the plant the fire communicated to the office room and the ad-

joining buildings. Work had just been started on the erection of a steel grain bin to be 50 ft. in diameter and 55 ft. high. The plant was one of the largest in the country engaged in the manufacture of molasses and sugar feeds, and drew supplies of screenings and oats dust from many distant points.

IOWA.

Mt. Union, Ia.—A. D. Hayes has bot the eltr. of A. W. Hookum for \$4,500.

Ruthven, Ia.—Joel Whitman, former mgr. of the Farmers Eltr. Co., died recently.

Schaller, Ia.—The Kunz Eltr. Co. has been making some extensive improvements.

Huntington, Ia.—Emil and August Leo have purchased the business of the Druly Leo Co.

Fremont, Ia.—I have put in a No. 2 combined Western Sheller & Cleaner.—J. E. Kennel.

Davenport, Ia.—The D. Rothschild Grain Co. has leased the old Hawkeye Eltr. of D. H. Stuhr and the Interior Grain Co.

Coburg, Ia.—Frank McBride and McGreer Bros., both at this place, concluded they were tired of walking up stairs and placed orders for Constant's Safety Man Lifts.

Hancock, Ia.—G. H. Bunton's eltr. burned early on the morning of Nov. 15, with 1,200 bus. of grain. Loss, \$5,000; insurance, \$2,000. The fire is supposed to have started in the basement.

Burlington, Ia.—The foundation under the big B. & M. eltr. sagged and the great structure was settling on the river side. To prevent it tumbling into the river the Burlington Route has commenced work jacking up the side to put in a concrete foundation.

Sioux City, Ia.—Chas. C. Flanley of Chicago has succeeded Walter F. Brittan as manager for the J. Rosenbaum Grain Co., lessee of the Interstate Eltr. Mr. Brittan resigned after having been that company's manager ever since it took over the big eltr.

Corning, Ia.—Leander Lehnen of the firm of Lehnen Bros., grain dealers, died suddenly Nov. 3. Mr. Lehnen was well and favorably known, having been in business with his brother, E. E. Lehnen, for the last nine years.

Council Bluffs, Ia.—Nebraska Hay & Grain Co. has bot a complete equipment for the new eltr. including power transmitting and eltr. machinery together with car puller, man lift, and two double power shovels, of the Weller Mfg. Co., thru P. H. Pelkey Construction Co.

Eldora, Ia.—As Clifford Peckham, mgr. of the eltr. for the Farmers Eltr. Co., has bought some western land on which he expects to remain, it became necessary for the directors to secure another mgr. They chose H. J. Benson, because of his valuable experience. He will have charge at least until April.

Sioux City, Ia.—New bylaws were adopted recently by the Sioux City Board of Trade, and interest will be charged for advance upon consignments. The Board is working to have another grain eltr. erected. The directors have ordered the construction of grain sample tables for the second floor of the Grain Exchange bldg. It has not been settled whether to post the continuous grain quotations of other markets.

Davenport, Ia.—Fire in the old Hawkeye Eltr., operated by the Interior Grain Co., practically wrecked the engine room on Nov. 9. The eltr. contained about 15,000 bus. grain; but only one bin was damaged and that by water. Loss, not more than \$2,000; insured. Repairs will be made as soon as possible.

Templeton, Ia.—It was incorrectly stated in this column that Daeges & Dozler were a new firm at Carroll. Chas. Dozler and M. J. Daeges have bot the east eltr. at Templeton from the Neola Eltr. Co. and will conduct a general grain and coal business under the name Templeton Grain Co., Chas. Dozler, pres. We have also succeeded Stephenson & Daeges. We will put in an automatic scale, and so will the Neola Eltr. Co.—Templeton Grain Co., M. J. Daeges, sec'y-treas.

Sioux City, Ia.—F. C. Ballard, for 10 years traveling superintendent for the Western Eltr. Co., has formed a partnership with L. McKendrick and under the name of F. C. Ballard Co., will do a grain commission and brokerage business as correspondents of Lamson Bros. & Co., Chicago. The new firm also holds membership in the Chicago Board of Trade, and has purchased the Sioux City branch office of Lamson Bros. & Co., Mr. McKendrick, who was mgr. retaining that position.

KANSAS.

Larned, Kan.—An eltr. is being built by Albert Anderson.

Beloit, Kan.—C. T. McCoy has bot the eltr. of J. K. Gise.

Enterprise, Kan.—C. Hoffman & Sons will erect an alfalfa mill.

Blue Rapids, Kan.—I have succeeded W. F. Peacock.—F. K. Barrett.

Wellington, Kan.—Geo. H. Hunter has been elected to the State Senate.

Wichita, Kan.—B. F. Whitehurst is traveling for Kelly Bros. Grain Co.

Highland, Kan.—The eltr. of the John H. Lynds Mill & Eltr. Co. has been completed.

Lovewell, Kan.—George Scoular is remodeling his eltr. and will install a sheller and cleaner.

Brenham Sta., Greensburg, p. o., Kans.—The Pratt Mill & Eltr. Co. of Pratt, Kans., is building an eltr. here.

The Kansas Grain Dealers Ass'n recently has held local meetings at Belleville, Seneca and Atchison.

Wichita, Kan.—The Millers Grain Co., of Hutchinson, has opened a branch office here in charge of R. W. Amerline.

Ellis, Kan.—The Wheatland Eltr. Co., a branch of the Hays City Mfg. Co., has begun the erection of a 50,000-bu. eltr.

Hutchinson, Kan.—The O'Neil, Kaufman & Pettit Grain Co. has purchased the eltr. of the Rock Island Grain Co. from W. K. McMillan.

Hutchinson, Kan.—The Rock Island Mill Co. recently suffered small loss by fire in the shed adjoining the engine house of the eltr.

Wichita, Kan.—W. T. Shute of Macks-ville, Kan., will open a grain office here. He is already a member of the Wichita Board of Trade.

Greensburg, Kan.—Mr. Hahn and associates have organized and chartered a company to be known as the Greensburg Mill & Eltr. Co. They are erecting a plant of 100 bbls. flour, 50 bbls. meal and 50 tons chop daily. The property will have a spur switch to facilitate handling

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1. Comes the nearest to nature's way in drying.
2. Does the work at a low temperature.
3. Does the work at less cost per bushel for fuel used.
4. Will last a life time, made entirely of steel.
5. Made in sections, new units can be added any time; thus capacity can be increased as business demands.

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That's the reason the largest grain interests use them and demand grain dried in Ellis Driers.

Ellis Driers can be bought in all sizes, suitable for the country dealer or the terminal elevator.

Let us know your requirements and we will show you how the Ellis Drier can make money for you.

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CHICAGO

cars. Steam power will be used in both mill and eltr.

Abilene, Kan.—An eltr. and alfalfa mill will be erected by J. M. Walters and A. D. Blanchard on the site of the Walters & Hoyt eltr. burned Oct. 28.

Holton, Kan.—For refusal to arbitrate a difference with a member the Sarbach Grain Co. has been suspended from the Kansas Grain Dealers Ass'n.

Wichita, Kan.—James Dobbs, formerly of Medicine Lodge, Kan., is a recent addition to Wichita grain dealers. He has opened an office in the Sedgwick bldg.

Melvorn, Kan.—The complete equipment of machinery for the eltr. being erected by the P. H. Pelkey Construction Co. for the Melvorn Grain Co. has been supplied by the Weller Mfg. Co.

Perry, Kan.—The eltr. of W. M. Cardwell and its contents burned Nov. 15. The building, valued at \$15,000, is a total loss. It contained about \$1,500 worth of wheat. Both eltr. and contents were insured.

Burrton, Kan.—An alfalfa meal mill is being erected here by A. H. Hill and A. G. Collins of Wichita. Mr. Collins was the owner of the eltr. and alfalfa meal mill destroyed by fire in Burrton last spring.

Wichita, Kan.—The American Alfalfa Food Co., H. K. Lindsey, pres., will equip the Burton Car Works as an alfalfa mill, with 15,000 bus. of eltr. capacity, the plant to be operated by gas engines of 150-h.p.

Webber, Kan.—Geo. Scouler will build a 10,000-bu. eltr. with gasoline engine and scales, Victor Sheller and B. S. Constant Corn Cleaner built to shell corn or elevate ear corn. G. H. Birchard has the contract.

Ratcliff Sta., Moray P. O., Kan.—John H. Lynds will erect a 10,000-bu. iron-clad eltr. with Fairbanks Gasoline Engine, wagon scales, detached office and one stand of eltrs. made to elevate ear corn. G. H. Birchard is the builder.

Ogallah, Kan.—We have razed our old eltr. and built a complete new plant, including large implement warehouse. Equipment includes recording beam, hopper scales, car mover, rope transmission, capacity 20,000 bus. The farmers have built a 10,000-bu. house operated as the Ogallah Eltr. Co.—Ross & Waldo, C. D. Yetter, mgr.

Hoyt, Kan.—The Hoyt Eltr. has been opened after a month's close for repairs. The outside has been covered with galvanized steel siding. An addition, 8x16x10, has been made to the cob house. The new equipment includes a 21-h.p. Otto Gasoline Engine, a Richardson Automatic scale of 500 bus. capacity to weigh to the car, and a No. 4 Western Sheller. —John McClune.

Wichita, Kan.—Opposition to the new uniform B/L was voiced at a meeting of members of the Kansas Grain Dealers Ass'n held here Nov. 6. A protest will be made to the interstate commerce commission, the following resolution having been adopted: "That it is the sense of this meeting that a formal complaint be filed with the I. C. C. against the adoption of the uniform B/L in western classification territory with the request that a hearing be granted at an early date, and that the secretary of said Ass'n work in conjunction with the secretaries of the Oklahoma and Texas Ass'ns and that they formulate and jointly file this complaint with the I. C. C."

The Kansas Experiment Station has recently issued a circular in which J. T. Willard, chemist, states that "The law requires no registration or special guaranty or tagging for pure shorts, while impure feeds of the general nature of these must be registered as mixtures and be labeled so as to show the net weight of the package, the name and address of the manufacturer, the name of the feed, and a guaranty as to the percentage of fat and of protein. Some millers who make cornmeal dispose of the corn bran, separated in that process, by mixing it with the wheat bran. This practice is not legitimate, and if followed the mixture must be designated as "wheat bran" and "corn bran" and be registered and labeled. Shrunken wheat is by some millers ground and separated into a coarse part and a fine part, the former being put into the bran and the latter into the shorts. Such action is held to be legitimate, but this should not be taken as an approval of the introduction in a ground state of the other light materials of little feeding value. If such materials, either ground or unground, are marketed with the bran the product must be sold as "bran and screenings," and under the general label and guaranty referred to, and must be registered with the director of the experiment station."

KENTUCKY.

Gracey, Ky.—The Farmers Storage & Warehouse Co. has been incorporated, and will erect a warehouse for grain and other products.

Munfordville, Ky.—The Munfordville mill, owned by Shelby Clarke, and a car load of wheat were burned, Nov. 7. Loss covered by insurance of \$4,000. Mr. Clarke will rebuild.

Louisville, Ky.—Alfred Brandeis of A. Brandeis & Son, T. G. Williams of S. Zorn & Co. and C. M. Bullitt of the Henderson Eltr. Co. attended the conference of eltr. proprietors at Chicago recently to fight the ruling of the Interstate Commerce Commission against the elevation and transfer allowance. Immediately upon their return a meeting of the grain committee of the Board of Trade was called and the question was discussed for several hours.

LOUISVILLE LETTER.

The Nashville market seems to be getting stronger, according to Louisville grain men, as they are handling more business in the Southeastern field than ever before.

Louisville flour mills are running on less than half time, and those at Chattanooga and other Southern points supplied by Louisville with grain are not operating as heavily as usual.

The Kentucky Public Eltr. has installed a Hess Dryer with a daily capacity of 20,000 bus. New corn coming into this market is in exceptionally fine condition, and owing to the dry weather is sound and easy to handle.

Tho the demands of business will soon use up most of the available supply of cars, grain dealers are finding the situation at present very easy, and no trouble in securing cars is being experienced. The reciprocal demurrage plan, which was agitated during the car congestion period, has been dropped.

The formation of an exchange in Louisville has been discussed during recent months, and while the general sentiment is against it, the idea may be taken up later. At present the Grain Com-

mittee of the Board of Trade, which has as chairman Alfred Brandeis, seems to answer the purpose, since there is little speculative trading.

The condition is unique in that while the demand is smaller than usual, owing to the unusually heavy crops in the South and other territories usually dependent upon the big producing sections, the tendency is toward a rising price, caused by the growers in the Northwest holding their crop, believing a rise is due because of its shortness.—A. Brandeis.

Interest among grain men has been aroused on account of numerous fires recently in Kentucky distilleries. There have been four fires, in which 75,000 barrels of whisky, valued at \$1,500,000, have been destroyed, costing the Government a loss in taxes of \$3,000,000. Incidentally, a good deal of grain has been burned and operations of the distilleries indefinitely postponed.

Louisville trade has been quiet during the past few weeks, and there is no immediate prospect of a change in the situation. The consensus of opinion is that producer and buyer are playing a waiting game; the one, being in a district where the crop is short, holding out for higher prices, while the other, whose territory has produced a bumper crop, expects a falling market and lower prices.

In regard to the adoption of uniform inspection rules, the Louisville grain dealers have taken the stand that such a step should be made, with the proviso that the rules for grading be made strict enough to give the buyer proper protection. Members of the Grain Committee of the Board of Trade advise that another conference on the subject be held, and that at that time samples be examined and grades fixed with reference to specific exhibits.

The distilleries in Kentucky are doing practically nothing at present, because the extreme drouth all over the State has dried up most of the streams upon which they depend for running water. The only distilleries now in operation are at Frankfort and Owensboro, on the Kentucky and Ohio rivers, respectively. The drouth and the high price of corn combined tend to prevent a consumption of ordinary proportions, and this, together with the small demand from the South, has made business here very dull.—C.

LOUISIANA.

NEW ORLEANS LETTER.

The Leyland and Harrison steamship lines have recently diverted several of their largest steamers from this port to Galveston for cargoes.

Demand for wheat bran has picked up since cold weather arrived and dealers expect a fairly good trade both from the city and country during the remainder of the season.

Thus far there has been little export movement of corn through this port, only a few thousand bushels going forward during the past two weeks. This was principally Texas and Oklahoma corn.

Demand for corn products is improving as a result of the movement of new crop products and the gradual reduction in price to a level which satisfies buyers. Trade is still confined, however, largely to that for immediate wants.

The movement of export wheat through New Orleans is very limited and grain men here interested in the export situation are not optimistic that there will be an increase, despite the fact that lower

freights prevail out of New Orleans than out of Galveston.

Arrivals of oats are few, and those which are sold here are sold almost entirely by sample. The quality is reported satisfactory.

The Louisiana Rice Growers' Ass'n was organized during the week at Welsh, La. W. B. Gabbert was elected Pres.; H. L. Longenbach, first vice pres.; B. A. Richart, Worthy Querreau, and J. P. Burgin, vice pres. at large, and A. T. Jones, sec'y and treas.

The first arrivals of new crop Illinois corn were received during the week and consisted of one lot for export and one lot locally consigned. The quality of the corn was excellent. Nebraska corn is expected to arrive on this market within the next two weeks. Reports of hot corn have ceased.

A committee of directors of the Rice Association of America, headed by President S. Locke Breaux, appeared before the Ways and Means Committee of Congress to urge that the existing tariff on import rice be not altered. Reports received after the hearing stated that the Committee had shown an inclination to allow the tariff to remain as it is.

Much complaint is made by rice millers because of their inability to obtain quantities of rough rice sufficient to keep their mills operating. It was stated during the week that nearly forty of the sixty or more mills in Louisiana and Texas had closed down because of their inability to get the necessary grain. This, in spite of the average crop and average prices paid.

Demand for the best grades of hay in this market is now declared by dealers to be satisfactory. Stocks of choice timothy are being disposed of so rapidly that there is difficulty keeping sufficient quantities on hand. There is also a good demand for clover mixed, but only a fair demand for No. 2 timothy. Demand for low grades is in line with that which has obtained here for six months.—H.

MARYLAND.

BALTIMORE LETTER.

W. Leroy Snyder of Hammond, Snyder & Co., is convalescing after an 8-weeks' siege of typhoid fever.

Recent applicants for membership in the Chamber of Commerce are P. H. Dorsey, John M. DeLashmutt, Jr., Harry C. Gorsuch and Albert H. Gosnell.

We had a car of new corn from the west which arrived on Oct. 28 and we think it was the first arrival in our city of western corn on this crop.—Lederer Bros.

Track corn is being shelled to make the contract grade, an unusual occurrence at Baltimore. Spot yellow commands a premium and corn on the cob is cheap, hence the profit.

There is a lack of movement caused by grain prices being too high. Receipts naturally are very low, a condition that will not be alleviated until the farmer begins to market his products.

An unusual amount of rye has been exported from this market already this fall, the total aggregating about one million bus. The demand for rye this year is about three months earlier than usual and leads one to believe the grain is either a short crop in the eastern hemisphere or

else it is being substituted for other grain.

Baltimore is the only market where the shipper can make an appeal on inspection grade and get the service gratis whether the finding is for or against him. Baltimore is doing all in its power to give satisfaction.

Expect a good corn business soon because the foreigners are finding out we have a good grade of the cereal. Heretofore they have been afraid to contract ahead because they have been afraid of the grade.—E. Kirwan.

At the request of the local office of the Southern Railway the Interstate Commerce Commission has entered a ruling reaffirming an earlier decision on the subject of milling in transit, and holding that no substitution of tonnage will be allowed. The substitution of grain derived from other sources than the original billing point has been a frequent practice, according to the railroads.

Local dealers are getting in exhibits from their farmer friends to send to the Ohio Corn Show to be held in Columbus. Quite a number of good samples have been collected and Maryland expects to get quite a number of prizes. Because this state is so cut up with the water and the country generally is not given credit for what it can do in producing grain, the local pride of the farmers has been stimulated and Maryland will make a good showing.

Thru the efforts of Emory Kirwan, members of the Chamber of Commerce gave an exhibition of farm products raised upon the farms and town lots which they occupy. The exhibition of grain and vegetables proved a very creditable affair and 17 ears of Maryland corn taken from the exhibit were sent to the Liverpool Exchange, and exhibited upon the trading floor. The corn attracted so much interest that it was finally auctioned and brot more than \$1.00 per ear. The money which was raised by the auction was given to the Liverpool Corn Exchange Clerks' Guild.

A great many firms who have been following John D. Shanahan in his trip to Europe have been asking themselves whether or not the Government has the right to spend the people's money to send a representative over to the importing interests to give the American shippers a black eye. They figure that is the only outcome of Mr. Shanahan's trip which could have no other influence than to result in at least arousing suspicion, in the minds of the importing trade. Baltimore grain dealers contend the foreigners can get good grain if they will buy from the right firms, and if they do not it is their own fault.

The firm of H. C. Jones & Co. which lately launched into business in Baltimore as reported in the Journal is located upon the first floor of the Chamber of Commerce. Harry C. Jones who has been a member of the Chamber of Commerce since 1884 was formerly associated with Levering & McAtee which firm was dissolved in 1888. Mr. Jones then became identified with C. Bosley Littig & Co. and has practically had charge of the business of the firm ever since 1888 until he started into business for himself. Mr. Jones is prominently identified with the business and social interests of Baltimore and is highly esteemed by all his friends and associates. He is a member of the Chamber of Commerce board of directors and commission rule committee and has given excellent service in both these positions.

FLEXIBLE TELESCOPING SPOUT

Durable—Easy to Handle

An economical loading spout at a very attractive price.

VARNEY MFG. CO., Leavenworth, Kas.

Read the Story

of the condition of your grain at all points in storage bins.

No More Anxiety!
No More Useless Turning of Grain!

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THE ZELENY THERMOMETER



Send for circulars

The Multiplex Electric Thermometer Co.
Red Wing, Minn.

WE WANT YOUR ORDERS FOR

Elevating, Conveying,
and
Power Transmitting
Machinery and Supplies

Right Goods

Right Prices

Prompt Shipments
Quality Guaranteed

Let us figure on your bill,
we can save you money.

POWER APPLIANCE CO.

Successors to
MIDLAND MACHINERY CO.

MINNEAPOLIS MINNESOTA

RECEIVERS

who want to reach the regular grain
dealers of the country use space in
the GRAIN DEALERS JOURNAL.

Mr. Jones has the well wishes of a large number of friends.

Some prominent grain firms in Baltimore have been in business in the great corn port for years and thru upright methods of dealing have built up a large business. Others are practically new firms, yet in view of their financial standing and square deal methods of getting business have also built up a large trade and gained the confidence of shippers of grain. The firm of Gustav Herzer & Son is in the latter class. Gustav Herzer is the senior member of the firm, whose financial standing is the best; Gustav Herzer, Jr., is the junior member and has active management of the entire business of the firm. Edward H. Herzer, a son and brother, has taken an active interest in the business and handles the hay department, while the grain business is under the supervision of Gustav Herzer, Jr.

MICHIGAN.

Hickey, Mich.—The Richmond Eltr. Co. has opened its new house here.

Gladwin, Mich.—William Simmons, for many years mgr. for the Gladwin Eltr. Co., died recently, aged 64.

Bellevue, Mich.—A complete equipment of machinery for the eltr. of Cargo, Owens & Martin has been supplied by the Weller Mfg. Co.

Lenox, Mich.—J. E. Mitchell, mgr. at North Branch, has become assistant mgr. for the Richmond Eltr. Co. at this place. R. E. Keeler of Detroit has joined the Lenox force in the office.

MINNESOTA

Moorhead, Minn.—N. J. Olson & Co. are erecting their new eltr.

Grenada, Minn.—C. L. Boudrye has bot the eltr. of the S. Y. Hyde Eltr. Co.

Jasper, Minn.—The Northwestern Eltr. Co. is installing an up-to-date feed mill in its eltr.

Kragens, Minn.—Ernest Nelson has taken charge of the eltr. of the Duluth Eltr. Co. here.

Kasota, Minn.—The engine house of the Kasota Eltr. Co. was burned to the ground Nov. 6.

Duluth, Minn.—The Consolidated Eltr. Co. will erect an eltr. along the bay front on Rice's Point.

Red Wing, Minn.—Robert R. Ives, at one time in the grain business, died recently aged 76 years.

Roseau, Minn.—Evan Oie and L. C. Peterson will erect an eltr. on the Great Northern right of way.

Mountain Lake, Minn.—Fred Stienhauser has succeeded Jacob Niesse in as agt. in the Sage Bros. eltr.

Duluth, Minn.—M. J. Mullin, for 20 years employed by the Consolidated Eltr. Co. died of heart failure Nov. 16.

Osakis, Minn.—The Osakis Milling Co. is having its eltr. remodeled by the Burrell Engineering & Construction Co.

Olivia, Minn.—George Warner, mgr. for the Miller Eltr. Co., injured his hand recently, while arranging some belts.

Ashcreek, Minn.—A. Maloney has resigned as mgr. of the John P. Coffey Grain Co. and J. B. Everett has succeeded him.

Duluth, Minn.—Of two boys caught stealing wheat out of cars recently one was sent out of town and the other to an industrial school.

Stewart, Minn.—Frank Sugden, who bot the Crown Eltr. recently, after making some improvements has leased the plant to E. Hanson.

Sanborn, Minn.—A. F. Grohne has succeeded E. P. Dotson as buyer for the Atlas Eltr. Co. Mr. Dotson resigned after acting as agent at the eltr. for about 28 years.

Duluth, Minn.—Andrew Ackerman was caught by a belt while oiling machinery in Consolidated Eltr. B, and crushed to death. No one was near. He wore a long coat.

Ortonville, Minn.—The North Star Boat Line has closed the season, having completed the movement of all grain offered along the lake. Freight rates were good but the summer business was lighter than usual.

Greenbush, Minn.—While a car was being loaded recently at the eltr. of Hanson & Barzen, the switching crew bunted into the car, breaking off the loading spout and spillin' about 50 bus. of wheat on the ground.

Duluth, Minn.—The suit by the Farmers Bank against the Emerald Farmers Eltr. Co., of Emerado, N. D., has been settled and the credit of \$10,000 which the company had with Randall, Gee & Mitchell has been released.

Duluth, Minn.—The old suit by Atty. Gen. Young to forfeit the charter of the Duluth Board of Trade is again being argued. The rules that the attorney general objects to as creating a monopoly are similar to those of nearly all other exchanges, prescribing a uniform charge for interest on drafts. The decision was against the state in the lower court.

OUR MINNEAPOLIS LETTER.

The large new brick eltr. of the Consolidated Milling Co. will be completed by Dec. 15.

John Etinger's suit against the Crescent Eltr. Co. to recover for the loss of a thumb has been decided in favor of the company.

Frank D. Blakely, assistant treas. of F. H. Peavey & Co., was seriously injured in a carriage and street car collision, Nov. 20, but physicians hope for his recovery.

The holder of 12 shares in the Minneapolis Cereal Co., John Bjorhus, has petitioned the court for a receiver alleging that the assets have fraudulently been transferred to the Minneapolis Cereal Co., Consolidated.

The Supreme Court of Minnesota has affirmed the decision of the Hennepin County District Court in favor of defendant, T. E. McAllister, in the suit brot by J. K. Elliott to recover \$659.86 due on purchases of wheat for future delivery. Defendant alleged a mutual understanding that no wheat was to be delivered or received by either party.

Receivers of the Minneapolis & Northern Eltr. Co., subsidiary of the Pillsbury-Washburn Flour Mills Co., reported Nov. 14 liabilities of \$1,138,209, and assets of \$923,578. Including the Pillsbury-Washburn notes the assets will exceed the liabilities. The assets in part are eltr. buildings and equipment, \$711,381.07; dwelling houses, \$11,718.55; real estate, \$4,525.02; inventories, \$73,436.92; accounts receivable, \$32,973.13; cash on hand or in the bank, \$68,623.48; office furniture, valued at \$10,478.38.

MISSOURI.

Amoret, Mo.—I have sold my eltr. to Frank Olim.—Will G. Reed.

Walker, Mo.—I have succeeded the Walker Grain Co.—L. D. Higley.

St. Louis, Mo.—D. I. Bushnell & Co. have erected an addition to their eltr.

Centralia, Mo.—Day & Crump have installed a new gas engine—Burks Bros.

Everton, Mo.—The Barker Grain Co. has succeeded the C. W. Barker Grain Co.

Hopkins, Mo.—The Ludlow Milling & Grain Co. is not in business here.—John F. Robb.

Raymore, Mo.—Lasley & Lightcap are scoopers here. The regular dealer is Jas. R. Barker.

Forest Green, Mo.—J. H. Wayland of J. H. Wayland & Co. died Oct. 27.—C. Wayland, admr.

St. Louis, Mo.—A four-story brick grain eltr., costing \$18,000, will be erected by the Corno Mills Co.

Davis, Mo.—We may make some improvements and put in some new machinery.—Davis Grain Co.

Liberal, Mo.—E. H. Schreiner & Son of Lamar, Mo., handle hay only here.—Lipscomb Grain, Seed & Coal Co.

Nevada, Mo.—The Nevada Milling Co. is building an eltr. and corn house to replace the eltr. which was burned recently.

Marthasville, Mo.—The Marthasville Hardware Co. is not in the grain business here. I bot out Bocklage Bros.—J. F. Ahmann.

St. Louis, Mo.—The Columbia Hay & Grain Co. has failed. Assets, \$7,000; liabilities, \$15,000; of which 50% will be paid immediately.

Iantha, Mo.—J. R. Sparling is rebuilding his eltr. which was destroyed by fire last summer, at a cost of \$5,000.—C. Lipscomb, Liberal, Mo.

Queen City, Mo.—I have been here since 1872 and as crops have been light for 4 or 5 years everyone else has quit the grain business.—John Sloop.

Passaic, Mo.—Passaic Eltr. Co. incorporated; capital stock, \$5,000; incorporators, Max Weiner, W. W. Cannon, R. J. Groves, Geo. Fallon and Geo. B. Hyatt.

Wyaconda, Mo.—Davis & Ewing are scoopers. The regular dealers are I. M. Wells & Co. who are in partnership with W. H. Perrine & Co. Kemmer Bros. ship only hay.

St. Louis, Mo.—In the event that the elevation allowance is continued the grain receivers here will work for thru rates on grain to overcome the discrimination against this market.

Independence, Mo.—The Waggoner Gates Milling Co. has just completed a large improvement. The other dealer, J. DeCourcy, has no eltr. but writes that he is sadly in need of one.

Lowry City, Mo.—B. S. Graham is a scoop-shovel dealer. He is also running a scoop-shovel brigade at Urich, Mo., and trying to scoop at several other stations. The only regular dealer at Lowry City is M. F. Boots.

St. Louis, Mo.—John Dower, supervisor of the Merchants Exchange Department of Weights, reports that during October the following cars were found in bad order or not properly sealed at the different eltrs., track scales and hold tracks: leak-

ing drain door, 776; leaking over grain door, 94; leaking boxes, 2,039; leaking end windows, 133; cars not sealed, 854; end windows not sealed, 362; end windows open, 132 cars.

Kansas City, Mo.—Again it is stated that the Board of Trade will bring suit for an injunction to restrain the railroads from abolishing the elevation allowance as ordered by the Interstate Commerce Commission.

St. Joseph, Mo.—W. H. Harroun, who got into trouble thru duplicating Bs/L to keep his grain business afloat a few years ago, it is reported will pay all of his creditors with interest, some of his investments having turned out profitably.

MONTANA.

Moccasin sta., Deerfield p. o., Mont.—Thos. R. Murray will build an eltr.

Twin Bridges, Mont.—Since the large cereal plants of the East now send to the Northwest for much of their oats, P. A. McGregor of Minneapolis, who has eltrs. in North Dakota, purposes establishing an eltr. here at the junction of three productive valleys raising large crops of oats.

NEBRASKA.

Ravenna, Neb.—W. Crowman will build an alfalfa mill.

Benedict, Neb.—I have sold my eltr. thru my advertisement in the Grain Dealers Journal.—A. Houston.

Mead, Neb.—Carlson & Co. have lately put in a gasoline engine.—J. H. Swallow, Wahoo.

Schuyler, Neb.—Wells-Abbott-Nieman Co. has bot a 2,000-bu. Avery Automatic Scale to install in the mill.

Upland, Neb.—We expect to start in the grain, coal and live stock business Dec. 1.—People's Grain, Coal & Live Stock Co.

Hardy, Neb.—I have purchased the eltr. of O. D. Althause at Hardy and will take possession Dec. 1.—D. C. Bishop, Superior, Neb.

Pierce, Neb.—Our eltr. was not burned. The mill was destroyed by fire on morning of Nov. 7. The loss was insured, and we will rebuild.—Pierce Milling Co.

Columbus Neb.—The machinery for the new eltr. of the T. B. Hord Grain Co. has been furnished by the Weller Mfg. Co., including man lift, car puller, belt conveyor and elevators.

Beatrice, Neb.—The Farmers Eltr. Co. has brot suit against the Union Pacific R. R. Co. to recover \$625 damages for the loss of 720 bus. of wheat from a car in transit to Omaha last June.

Omaha, Neb.—The Beal-Vincent Grain Co., recently incorporated, has succeeded the Farmers Grain Co., Rudolph Beal having formed a partnership with C. Vincent, manager of the Farmers Grain Co., operating country houses.

Winnebago, Neb.—A. C. Blankenship has succeeded me in charge for the McCaull-Webster Eltr. Co. at Copenhagen, Neb., and I have removed to this place where I will learn the lumber business as second man with the King-Truax Co.—E. G. Harris.

Columbus, Neb.—James Murry, who had the misfortune to fall about 45 ft. in one of the bins of our new eltr., has not had a limb amputated as stated in this column Nov. 10. While still at the hospital Mr. Murry is doing nicely and will be around again soon. His limb was

badly broken, but there is no danger of amputation.—T. B. Hord Grain Co., J. W. Hutchison.

Omaha, Neb.—The Grain Exchange has adopted a rule that no member shall act as broker on the exchange for a person or firm not a member, and no member shall represent more than one corporation. N. B. Updike, Nathan Merriam and F. S. Cowgill were re-elected directors of the Exchange on Nov. 11, and J. B. Swearingen was elected a director to succeed S. A. McWhorter, who resigned.

Omaha, Neb.—The many friends of S. J. Brown, who, for ten years was connected with the Trans-Mississippi Grain Co., will be pleased to know that he is now located in Spokane, Wash., where he has caught the boom fever and permitted his enthusiasm over the opportunities offered by that city to anchor him to the spot. Friends who make a trip West will surely hunt up Mr. Brown.

Waverly, Neb.—Eltr. and contents, 3,000 bus. wheat, corn and oats, of the Lincoln Grain Co., burned Nov. 9. Partial insurance on grain but none on building. The company has contracted with G. H. Birchard to build a 22,000-bu. eltr., with heavy concrete foundation, and entire basement paved with concrete. The building will be covered with galvanized steel and equipped with gasoline engine, wagon and hopper scales, No. 34 Barnard & Leas Separator, a passenger eltr., the engine room and office to be reinforced concrete, made fireproof and 20 ft. from the building.

NEW ENGLAND.

Brattleboro, Vt.—E. Crosby & Co. are erecting an eltr.

Boston, Mass.—Claude H. Tarbox, member of the grain committee of the Boston Chamber of Commerce, has been elected a representative to the state legislature.

Kittery, Me.—H. P. Hood & Sons incorporated to deal in grain, flour, feeds, etc.; capital stock, \$1,000,000. Pres., H. Mitchell of Kittery; treas., S. J. Morrison of Portsmouth, N. H.

Boston, Mass.—Benjamin F. Griggs, a member of the Boston Chamber of Commerce, and identified with the grain and hay business at Boston since 1860, died recently at his home in Roxbury, Mass. He was 77 years old and had been a veteran gold miner of '49.

NEW JERSEY.

Jersey City, N. J.—Expect a general revival in business after the first of the year. We look for prices to hold up on all grain.—Miller & Bertholf.

Jersey City, N. J.—There has been a surplus of grain here owing to the high prices and this must be worked off before there will be much business. We can get plenty of grain but lack buyers.—Carscallen & Cassidy.

Jersey City, N. J.—There has been a fair demand for grain but prices are too high. Buyers are still pursuing the hand to mouth policy and where we could sell 10 to 15 cars to one party last year they are only taking one car, waiting for the prices to go down. However, I look for grain prices to hold up.—F. R. Smith.

NEW YORK.

New York, N. Y.—Meyer Nelson Co. incorporated to deal in grain; authorized capital stock, \$5,000. Incorporators: Hermann Meyer, John G. Nelson, Chas. P.



Cover's Dust Protector
Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
124 Perley St., South Bend, Ind.

GRAIN TRIERS



20TH CENTURY BRASS & MFG. CO.
Minneapolis, Minnesota

P. M. INGOLD
Grain Commission Merchant
I give my personal attention to all sales and orders.
Duluth MINNEAPOLIS Milwaukee

FULL VALUE

Obtained for all grain consigned to us. Orders in Futures also carefully executed.

McKENNA & RODGERS
61 Board of Trade CHICAGO



The National City Bank of Chicago

The Temple S. W. Cor., La Salle and Monroe Sts.
CHICAGO

Capital \$1,500,000 Surplus \$300,000

Approved by Chicago Board of Trade as a Margin Depository

We allow 2% interest on all margin deposits over and above \$5,000.

DIRECTORS: ALFRED L. BAKER, of Alfred L. Baker & Co.; AMBROSE CRAMER, Trustee Henry J. Willing Estate; EDWARD G. CARRY, Vice Pres. American Car and Foundry Co.; E. G. EBERHART, Vice Pres. and Gen'l Mgr. Mishawaka Woolen Mfg. Co., Mishawaka, Ind.; A. B. DICK, Pres. A. B. Dick Co.; STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres.; F. F. PEABODY, of Cluett, Peabody & Co.; JOHN E. WILDER, of Wilder & Co.; H. E. OTTE, Cashier.

OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice-President; H. E. OTTE, Cashier; L. H. GRIMME, Assistant Cashier; F. A. CRANDALL, Assistant Cashier; W. D. DICKEY, Assistant Cashier; R. U. LANSING, Manager Bond Department.

Howland, L. J. Savage and L. E. Ferreira, all of New York.

Valley Falls, N. Y.—Edward O'Neil has bot the grain and coal business of Herrington & Co.

Rochester, N. Y.—Charles Case has re-entered the grain and feed business and reports trade fairly good at this time of the year.

New York, N. Y.—Memberships in the New York Produce Exchange are selling at \$650 for those carrying the greater gratuity, to the Exchange for cancellation.

Fairground, N. Y.—The large barn at A. S. Pettit's eltr. was burned Nov. 5, scorching one end of the eltr. and coal run. Loss several thousand, partially insured.

New York, N. Y.—Lyman F. Holman, a well known member of the Produce Exchange, died recently, aged 80. He was a member of the board of managers for two terms and president in 1882-3. Until his poor health of recent years he was a prominent dealer in corn products.

BUFFALO LETTER.

The Eldad Milling Co. is making improvements in its eltr. at an expense of \$2,000.

Barley dealers contend that the duty of 30 cents injures the local trade and should be reduced to about 10 cents.

The corn millers are enjoying an exceptionally fine run of business just now, most of the mills being run to full capacity.

Civilla M. Reed has brot suit against the Iron Eltr. & Transfer Co. to recover \$20,000 damages for the death of her husband in a grain bin.

A 3-story brick and steel addition to the Husted Milling Co.'s plant is being erected. This company has been growing very fast of late and still seems to be growing.

Some state wheat is being marketed, dealers paying anywhere from \$1.00 to \$1.05 for it, but it seems to be the policy of the farmers to ask more for their product than the market will stand.

Spring wheat dealers are cutting local prices more or less and claim to be doing very little business; the millers as usual buying the bulk of their supplies in Duluth. They would buy Kansas wheat if it were not so high.

A few dealers are handling buckwheat now, but the demand is slow, as it takes cold weather to move it very fast. The crop is light on account of the warm fall and prices are high, quotations running up to \$1.65 and \$1.75.

A delegation to attend the hearing on the barley tariff at Washington has been appointed by the Corn Exchange, the Chamber of Commerce and the city. It is composed of H. V. Burns, C. L. Feldman, W. J. Shepard, Jos. Kam and C. H. McLaughlin.

Grain dealers are noting that barley is now the cheapest of all the cereals and with the light malting demand, the big crop and the scarcity of oats, there is every prospect of making a great deal of barley into feed this year. This may disturb the oat specialists who are said already to be at work on oat corners.

New corn is still the feature of the local grain market and Chief Inspector Anderson says that the dealers are justified in being enthusiastic about it as it is the best that has come to this market for many years. The most of it grades No. 2 very

readily. Old corn has almost entirely disappeared; only 3 cars being received during the past week.

The slow movement of grain eastward, on account of the light export demand is filling the harbor to overflowing with grain that has to wait several days for elevation. The railroad houses are freest just as present, which is usually not the case, but cars are more plentiful than usual and the pool eltrs. are blocked. This will oblige the grain fleet to lay up loaded earlier than usual and will reduce the chances of the eltrs. obtaining grain for winter storage.

Much interest is being taken in the matter before the Interstate Commerce Commission in reference to Who shall pay for weighing grain in transfer eltrs. It is tho't that the railroads, who have been paying $\frac{1}{4}$ cent a bu., will ignore it entirely. The practice has always been looked upon as a legitimate one in this market, but it is known to have been abused in the West where as much as $1\frac{1}{4}$ cents a bushel has been paid for weighing, thus taking the form of a sharp rebate. Local dealers contend that the weighing will be paid for by someone if the railroad does not, so the eltrs. will lose nothing. They are inclined to think that the grain should pay for it.

The city malting trade is taking barley very gingerly so far, the leading dealers say that they look for enough buying later. D. M. Irwin said a few days ago that large malting concerns were pretty well stocked up and running, but the small ones were hesitating, fearing an overstock of malt. As it costs them more to make the malt than it does most of the larger concerns, they are obliged to be careful. Mr. Irwin rather looks for such houses to take up their time for while in repairing, as it will be easy enough for them to make up a supply of malt even after the lakes open in the spring, when it ought to be known how the demand is going to shape. Buffalo makes about 10,000,000-bus. of malt every year.—J. C.

NORTH DAKOTA.

Murray, N. D.—The Andrews Grain Co. has completed its feed mill.

Grandin, N. D.—Geo. Kellogg, agt. for the Farmers Eltr. Co., died recently.

Belfield, N. D.—G. A. Kane will have charge of the eltr. of Lahart Bros., as soon as completed.

Addison, N. D.—The Farmers Eltr. Co. has employed John Moderow as agt. in place of Mr. Orchard.

Jud, N. D.—F. C. Rector owns and manages the new 40,000-bu. eltr. built this fall.—Andrew Lundgren, agt. Thorpe Eltr. Co.

Lehr, N. D.—Work will commence at once to rebuild the eltr. of the Farmers Eltr. Co., recently burned with 20,000 bus. of grain.

Hesper, N. D.—We have recently purchased the Farmers Eltr.—M. R. Nelson, Traveling Supt., Acme Grain Co., Valley City, N. D.

Dickinson, N. D.—The Missouri Valley Milling Co., which is erecting a large eltr. here has increased its capital stock from \$100,000 to \$500,000.

Casselton, N. D.—J. A. Goudy, who recently came here from Stanton, Minn., to take charge of the eltr. of the Chaffee-Miller Mlg. Co., met a serious accident while unloading wheat. His right arm

was caught in the car puller and almost torn off just below the elbow. Amputation was necessary.

Heaton, N. D.—Heaton Farmers Eltr. Co. incorporated; capital stock, \$25,000; incorporators: C. E. Harding, Prosper St. Jacques, and Wm. Hay.

Herriott sta., Grafton p. o., N. D.—Frank B. Sevedey, agt. of the National Eltr. Co., was instantly killed Nov. 10, by a team of horses frightened at a passenger train on the Great Northern. He was unloading water he had hauled for use in the engine room. He left his wagon to look after another team. When getting back into his wagon the train pulled in and frightened the horses. Mr. Sevedey was married and lived on a farm near Herriott.

Souris, N. D.—The Winter & Ames Eltr. Co. has waged war on the Anchor Grain Co. at this place, and as a consequence the grain has been marketed in Souris at freight off the entire season. While the Winter & Ames Co. have had to be contented with the light end of the receipts ever since the erection of the elevators here seven years ago, owing entirely to local conditions, yet, the Winter & Ames Co. believed things ought to be reversed at once, and the course pursued was to put prices up to where there was no profit in the stuff to the Anchor Grain Co. nor any other competitor. The Anchor Grain Co. and all other eltr. interests fell in line with the instigator of high prices and the result is, that the entire crop has been marketed at our eltrs. without profit.—E. Nelson.

OHIO.

Ohio City, O.—E. C. Fisher is building an eltr.

Wengerlawn, O.—We have succeeded J. P. Wiser.—Lynch & Wismer.

Strasburg, O.—A scooper is working here. The regular dealers are Garver Bros. Co.

Rockford, O.—The Rockford Milling Co. is putting in new scales and rebuilding its plant.

Payne, O.—Brady Bros. have ordered a second U. S. Corn Sheller of the B. S. Constant Co.

West Leipsic, O.—Scoopers are operating here. The regular dealers are Ringlin Bros.

Circleville, O.—We have just installed a new 250-h. p. corliss engine at our mill and eltr. here.—Heffner Mlg. Co.

Lebanon, O.—L. Simonton has been confined to his home by illness, but is now able to attend to his correspondence.

Sterling, O.—We have succeeded Dudley Cable. We have 30,000 bus. capacity on the Erie and B. & O.—Sterling Eltr. Co.

Kingsway, O.—I have sold my eltr., capacity 12,000 bus., to the Kingsbury Grain Co.—Geo. Thierwechter, Oak Harbor, O.

Cleveland, O.—A woman speculator recently was awarded \$1,215 damages against Johnson, Walther & Co., proprietors of an alleged bucket-shop.

Cincinnati, O.—The revision of the rules to govern the weighing department of the Chamber of Commerce has not been completed by the sub-committee.

Lima, O.—A. E. Clutter was tendered a farewell banquet and presented with a gold headed cane on the evening of Nov. 10 by the men who have long been identified with him in the grain business.

Mr. Clutter has gone to the Pacific Coast and henceforth will make his home at Los Angeles.

Bells Siding, Circleville p. o., O.—We have been informed that Chas. E. Groce contemplates installing a new engine at his eltr.—The Heffner Mfg. Co., Circleville, O.

Bowersville, O.—One of Constant's "Little Giant" corn and oats cleaners with wheat screen has been installed in the eltr. here by the Miami Milling Co., of Miami, O.

Cincinnati, O.—Among the latest to be caught by the intricacies of the new pure feed laws are Early & Daniel and the Cincinnati Grain Co., who are charged with having sold packages not properly tagged.

Cincinnati, O.—The members of the Chamber of Commerce on Nov. 12 decided to ask the directors of the Chamber to adopt the rules for grading grain approved at the recent convention of the Grain Dealers National Ass'n.

Cincinnati, O.—By agreement the suit by the Cincinnati Grain Co. and others against the L. & N. and Cincinnati Southern has been dismissed at complainants' cost without prejudice. The suit was to retain the allowance to hay warehousemen of \$1.50 per car on hay handled. The C. H. & D. R. R. has made a new regulation forcing shippers of hay to give the weights at origination point.

Toledo, O.—At the annual meeting of the Ohio Millers Ass'n at this city Nov. 12 John F. Courcier, sec'y of the Grain Dealers National Ass'n spoke on Uniform Grades for the Miller; and E. H. Culver, chief grain inspector at Toledo, explained the uniform grades adopted at the convention of the G. D. N. A. at St. Louis. Most of the millers present stated that they made a practice of paying for wheat bot of growers after cleaning. The practice is growing.

Toledo, O.—Reynolds Bros. have retired after 40 years in the grain business, S. C. Reynolds and his brothers, Wiley R. and Wm. B., went from Jackson, Mich., to Toledo and purchased the Armada Mills, which they sold after a successful business, and devoted their entire energies to the grain business. Only S. C. (Colonel) Reynolds of the old firm remained, the interest of W. R. and W. B. having been assumed by C. L. and F. J. Reynolds. They will devote their attention to their banking and real estate interests.

Toledo, O.—Stevens W. Flower, senior partner of S. W. Flower & Co., died Nov. 13, aged 77 years. Mr. Flower was born at Clayton, N. Y., came to Toledo and entered the seed business in 1868, being actively engaged until 1892, since which time he has lived a retired life, but retained his interest in the seed business. He became a member of the Produce Exchange and was chosen its pres. in 1899. The business will be continued under the present name of S. W. Flower & Co. by Chas. S. Burge, who has been the active manager since 1892.

The situation at this time is exceedingly complicated, there being two sets of car service rules on file, viz: The rules promulgated by the Railroad Commission of Ohio, which the Commission has no power to enforce in connection with interstate shipments, that power having been taken from it by the order of court, and the rules adopted and filed by the railroads to apply in connection with interstate shipments, which became effective October 1st, and which the court

refused to temporarily enjoin them from enforcing. Perhaps the final hearing and decision in the injunction suit against the Commission on its merits may clear up the situation to such an extent that shippers and receivers will have some idea as to what their legal rights are in connection with the car service question.—Bulletin Ohio Shippers Ass'n.

The laws of Ohio are specific upon the matter of fire control. According to Revised Statutes, section 3365, railroad companies shall cause to be placed on every locomotive or engine used in operating their roads, some device for the purpose of guarding against the emission of sparks, and they shall keep the contrivance in good repair excepting in the months of December, January and February. Any company violating the provisions of the act, is subject to a fine of not over \$100,000 for each offense. Railroad companies are also required to keep the right of way clear from weeds, high grass, decayed timber and combustible material liable to take and communicate fire to abutting and adjacent property. Any person owning or controlling property abutting or adjacent to such railroad right-of-way on failure to comply with this provision after 20 days notice in writing, may cause to be removed all combustible material from the right-of-way of such railroad, along adjacent property, and collect the expense of clearing. If such company refuse to pay the same within 30 days the amount may be recovered by law. Railroad companies are liable for loss or damage by fire originating upon the land belonging to such company and caused by operating such railroad. They are also liable for all loss by fire originating on lands adjacent to their right-of-way, caused in whole or in part by sparks from an engine passing over the line of such railroad.

OKLAHOMA

Ferguson, Okla.—James Keeler is a scoop shoveler.

Temple, Okla.—I am not in the grain business now.—B. Robey.

Skedee, Okla.—C. P. Harshbarger has no eltr., but is a scoop-shoveler.

Pocasset, Okla.—W. H. Minton & Co. have joined the Oklahoma Grain Dealers' Ass'n.

Walter, Okla.—The plant of the Walter Mill & Eltr. Co. is to be overhauled and remodeled.

Tonkawa, Okla.—The Tonkawa Shippers Ass'n has purchased the eltr. of O. W. Hutchison.

Altus, Okla.—The new eltr. and mixing plant of the Altus Alfalfa Milling Co. will soon be ready for operation.

Inola, Okla.—The W. L. Harris Grain & Eltr. Co. has engaged in the business here with an eltr. of 20,000 bus. capacity.

Cherokee, Okla.—The Cherokee Mill & Eltr. Co. is having installed a complete new alfalfa mill plant and a dust collector system.

Hinton, Okla.—The Red Top Grain Co. has formed a stock company; capital \$20,000; and will erect a 100-bbl. flour mill.—C. F. Prouty.

Pocasset, Okla.—Moore Bros. Grain Co. has just completed an eltr. at Minco, also building at Alex; will soon build at Bradley and Lonsdale; all on Rock Island R. R. points. These eltrs. are all 20,000 bus. capacity, with up-to-date machinery

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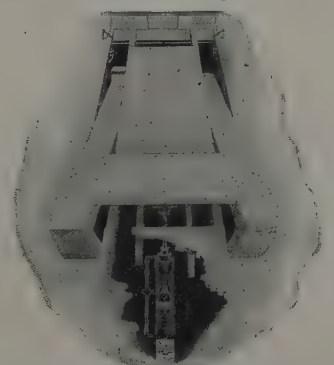
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for handling corn; 30-h. p. Foos Gasoline Engine used at each eltr.—J. H. Moore.

Enid, Okla.—The Green-Tangney Grain Co. has joined the Oklahoma Grain Dealers Ass'n and has engaged in the grain business here.

Manitou, Okla.—The Manitou Grain & Eltr. Co., incorporated; capital stock, \$5,000; incorporators, J. W. Dickson, R. M. Simons and S. H. Reeves.

Kremlin, Okla.—John Weistaner and J. D. Martius, formerly in the merchandise and grain business at Inman, Kan., have bot the mill of the Kremlin Mill & Eltr. Co.

Vera, Okla.—Great Western Hay & Grain Co. incorporated; capital stock \$10,000; directors, C. C. Watchman, L. W. Mathews, R. A. Dunlop and R. R. Mathews, all of Vera.

New members recently admitted to the Oklahoma Grain Dealers Ass'n are Hawk Grain Co., Vinita, Okla.; Thos. Duncan, Muskogee, Okla., and U. T. Moffitt & Co., Boynton, Okla.

Alex, Okla.—Work has begun on the new mill and eltr. of the Pond Creek Mfg. Co. They will be ready for operation soon. Part of the machinery has arrived. Capacity of eltr. is 25,000 bus.

Oklahoma City, Okla.—Whit M. Grant and J. B. Grant have sold their interest in the Oklahoma Mill & Eltr. Co. to Kell, Whaley and Burris, well known millers of northern Texas.

Granite, Okla.—I have sold my grain, coal and feed business to Currey Bros., who have incorporated as the Granite Grain Co. Incorporators: H. C. Oaks, A. G. Herenden, H. E. Currey and G. M. Currey, all of Mangum.—W. L. Perkins.

OREGON.

Portland, Ore.—Balfour, Guthrie & Co. are negotiating a lease of the city dock at St. Johns, which is to be equipped with facilities for the export of grain.

Pendleton, Ore.—A hearing on grain rates from eastern Oregon points to Portland was held here Nov. 5 by the state railroad commission. The relative earnings of the railroad companies and of the farmers were considered.

Portland, Ore.—The Merchants Exchange opened its new grain department Nov. 10, for trading in spot grain only. Among the firms represented at the opening were Balfour, Guthrie & Co., Kerr, Gifford & Co., Pacific Coast Eltr. Co., Interior Warehouse Co., Northwestern Warehouse Co., Portland Flouring Mills Co., W. A. Gordon & Co., Campbell, Sanford, Henley Co., Paterson, Smith & Pratt, Inland Grain Co., Klosterman & Co., Barnard & Bunker, Multnomah Flour Mills, Julius Lippitt, M. H. Houser, Pacific Grain Co., A. Berg, Taylor, Young & Co., and Henriette Milling Co. Sessions will be held from 1:30 to 2 o'clock.

PENNSYLVANIA.

York, Pa.—Elmer Tyson is erecting a three-story grain eltr.

Wanamakers, Pa.—James Heintzelman will build a new wagon scale to be used in loading cars for shipment.

Carlisle, Pa.—S. B. Jackson, the grain dealer, is operating an extra corn sheller with a traction engine. He is shipping an average of three carloads of corn a day.

PHILADELPHIA LETTER.

I certainly expect corn, wheat and oats to sell higher.—Wm. P. Brazer.

I do more of a feed business than a grain business, but business is normal.—M. F. Baringer.

Uniform Grading is impractical and is a dead letter. We'll never see uniform inspection.—E. L. Rogers.

We are still doing business at the old stand. Business is good considering the high prices.—Walton Bros.

While it has been rather dull here, yet we expect a lively movement of corn for export.—Col. E. L. Rogers.

The demand for grain is not so good as last year. Good local crops have made business dull.—J. M. Buckley.

The East must get the Western ideas about grain prices before much business can be done here.—A. B. Porter.

I think business is in a healthier condition and look for increased demand for corn and oats.—Harry M. Edenborn.

The 20,000 bus. Hess Drier installed by the Girard Point Storage Co., at Port Richmond, has been finished and is ready for work.

The big crop in the East this year is affecting our business. When that surplus is used we will have more business.—A. D. Bahmer.

Receipts of grain are now very fair and corn is grading well. Average receipts about 125 cars per day.—W. J. Duffy, Chief Inspector.

John A. Boardman & Co., alleged bucket-shop operators, made an assignment Nov. 19, closing 19 offices. Liabilities, \$500,000.

Some complaint is made in this market by those who are receiving Chicago No. 3 White oats. The grading system out is too elastic says a receiver.

The English boycott on Pa. hay and straw has affected this market considerably. England takes this step to safeguard the country from danger of disease which is prevalent among the cattle along the Atlantic seaboard.

Grain prices are so high they compel the purchaser to buy only what he needs for immediate requirements. We have had the largest crop of grain and hay raised in this section for years and this has been making the trade dull.—John A. Killpatrick.

With corn soaring along the seventies and lots of it in sight, the price is so high that our foreign cousins, notwithstanding the good condition that it is in are inclined to wait for better opportunities, and in consequence export trade is languishing.

The Pennsylvania Railroad recently ran a farmers' special train on which professors of the state college of agriculture gave lectures on corn culture, alfalfa and soil culture. Leaving Philadelphia Nov. 10, a 3-days' trip was made thru the eastern part of the state.

One of the employees of E. L. Rogers & Co. busied himself with his tools a short time ago and made a corn crib in miniature for the samples of ear corn which are consigned to the firm. The crib is a very neat model and is the most conspicuous thing upon the sample tables.

Howard Austin, for many years a daily visitor on the grain floor and an expert authority on commercial matters, is lying seriously ill at the Jefferson Hospital with inflammatory rheumatism com-

plications. For a quarter of a century he has been secretary of the Produce Exchange.

The dredging of the Delaware river harbor here is about completed, giving an uninterrupted 30-foot channel. The commerce of this port in consequence has increased from 11,356,270 tons of foreign and domestic freight, including grain and flour in 1890 to 27,283,529 tons in 1907, an increase of nearly 200 per cent.

Some export wheat which was sold some time ago is now being loaded out. It is hard to do anything with oats at present prices, but the exporters who two weeks ago refused to bid on corn are now nibbling. Philadelphia is a large distributing center, and diverts its grain into Pa., Del., N. J., N. Y., and the New England states. Corn which is arriving from the West is grading No. 2, while Delaware corn is grading No. 3.—Edmund E. Delp.

Philadelphia still has the old grade of "steamer" and occasionally some one mentions "sailing" corn. Steamer corn is not quite number two and derives its name from the supposition that it will do to export and will carry two weeks in a steamer. Sailing corn is number two or better and was supposed to be good enough to be upon the seas thirty days. These old signs will pass away with Uniform Grading of Grain which will eventually be adopted by the trade.

The Pennsylvania Railroad has just issued a new and peremptory order to all its representatives and agents here not to allow any consignee to take any goods from cars under any circumstances unless the Bs/L are presented to its agents. This will protect shippers and make it difficult for dishonest men to obtain goods without paying for them. For years it has been the custom to permit consignees to take goods from cars without Bs/L. The 1st National Bank of Tyrone sued the Pennsylvania R. R. Co. in Blair county recently to recover \$3,000, the value of 7 cars of hay, grain and feed delivered to Lake Copelin at Phillipsburg, Pa., the R. R. Co. allowing Copelin to take the goods from the cars without presenting Bs/L as an evidence that the goods had been paid for. The bank recovered \$3,000, and \$280 interest.—S. R. E.

OUR PITTSBURG LETTER.

The Pittsburgh Grain Co., of whom readers of this publication have heard before, is a thing of the past. Nobody ever hears of it any more.

The banquet of the grain men was given on Nov. 24 instead of Oct. 24, as erroneously stated in this column. It was the third annual dinner.

The general business outlook warrants going ahead. We have held back for some time, but now the time looks ripe for us to branch out and go after business.—John Johnson.

Look for a general revival in business thruout the East. Pittsburgh felt the panic first and will be about the last to recover on account of it being an industrial center.—R. S. Martin.

One of the famous flood cases against the B. & O. will be argued in the circuit court of Ohio, at Cadiz, Nov. 30. The dealers who are interested hope to win as they did in the lower courts.

The indications are for an immediate resumption of business. If Pittsburgh gets rain it will start 1,000 coke ovens which have been idle. All Pittsburgh in-

dustrial stocks are worth \$10 more per share than they were 4 weeks ago.—Sam Walton.

Wm. McCaffrey, whose wife died recently, has the sympathy of a large concourse of grain friends. In order to show their hearty esteem for the man and their sympathy for him in his sorrow the Exchange sent him resolutions of condolence.—P.

SOUTH DAKOTA.

Kimball, S. D.—O. G. Bradshaw has completed an eltr.

White Lake, S. D.—A farmers eltr. Co. is being promoted by L. Loevinger and others.

Yankton, S. D.—A. D. Russell is now mgr. of the Hawkeye Eltr. for the McCaull-Webster Eltr. Co.

Watertown, S. D.—Nick Kirsch, mgr. of the Farmers Eltr. Co. was sandbagged by robbers, who were caught.

Hartford, S. D.—A. A. Truax's eltr. burned on Friday, Nov. 13. Loss on bldg. \$5,500; insurance, \$4,500.

Vivian, S. D.—The business men are building a flat house and expect next year to build a 50,000-bu. eltr.

Elk Point, S. D.—I have accepted a position as agent for the McCaull-Webster Eltr. Co.—E. H. Merriman.

Winfred, S. D.—G. M. Simmons, former mgr. for Larkin & Metcalf, has returned from Hot Springs, where he went for his health.

Elrod, S. D.—E. J. Heiser, agt. for W. L. Thompson, who has been on the sick list for some time, is now around again, but not able to do much.

Ortley, S. D.—This point is rapidly becoming one of the biggest grain points on this branch of the Milwaukee system. We are extending our coal sheds.—F. Hayden, mgr. Ortley Farmers Eltr. Co.

Groton, S. D.—The Farmers Eltr. Co. has awarded the contract for its new 60,000-bu. eltr. to L. Buege of Minneapolis. The coal shed will be 100 ft. long. The building will be equipped with electricity. Completed it will cost \$9,000. The recently elected officers are: pres., A. T. Amdsen; vice pres., Isaac Ritter; sec'y, J. B. Quiggle; treas., Wm. Koepsel.

Hillsview, S. D.—The eltr. and flat house of the Geo. C. Bagley Eltr. Co. burned Nov. 3. There was nothing in the flat house except a car load of salt; but the eltr. contained 6,000 bus. wheat, 2,900 bus. flax, and 1,100 bus. barley. Loss, about \$10,000. Jno. M. Schatz was the buyer at the Bagley eltr. The Crown Eltr. also was in great danger for a time, but hard work saved it.

SOUTHEAST.

Augusta, Ga.—The Nixon Grocery Co. intends to erect a grain eltr.

Richmond, Va.—W. J. Richardson, Jr. & Co., it is said, will build a large eltr. and mill at once.

Gulfport, Miss.—A fire that destroyed three large buildings in the heart of the business section, Nov. 12, burned that of the Gulfport Grain & Eltr. Co.

TENNESSEE.

Rives, Tenn.—The mill of the Horner Grain Co. burned; loss, \$25,000 to \$35,000.

Nashville, Tenn.—G. B. Ehrhard, a grain dealer, has filed a petition in bankruptcy. Assets, \$3,760; liabilities, \$5,840.

Pulaski, Tenn.—The Pulaski Grain & Milling Co. has amended its charter to increase its capital stock from \$10,000 to \$25,000.

Nashville, Tenn.—A car of oats mixed with barley was seized recently by the federal pure food inspector, who alleged the mixture was a violation of the law, the car having been sold to Lewis & Adcock for pure oats.

Nashville, Tenn.—The Rouzer-Sullivan Co. has been formed by Chas. Rouzer and C. D. Sullivan to do a brokerage business in grain, hay and feed. Mr. Rouzer has been mgr. of the Hermitage Eltr. and Warehouse and Mr. Sullivan has been engaged in business at Birmingham, Ala.

TEXAS.

Hereford, Tex.—I am quitting the grain business Jan. 1.—E. W. Harrison.

Denison, Tex.—The buildings of the Denison Grain Co. burned, Nov. 12. Loss, at least \$50,000; insurance, \$25,000. The plant had a capacity of 500 bbls. per day.

Orange, Tex.—Max H. Miller, of the Miller-Townsend Grain Co., has acquired the interest formerly held in the business by his partner, Claude H. Townsend, and will continue under his own management.

Hamlin, Tex.—The Hamlin Mill & Eltr. Co. has installed a threshing machine for milo maize, cane and kafir corn and is running the outfit day and night to accommodate the growers who sell the product to the company.

The enforcement of the new uniform B/L will be fought by the Texas Grain Dealers Ass'n, says Sec'y H. B. Dorsey. The section relieving the carrier of responsibility for the weight is objectionable as is the clause permitting the roads to unload grain after 48 hours.

Fort Worth, Tex.—Within a month the twelfth grain eltr. will be added to those now here. The Terminal Grain & Eltr. Co. begun constructing a plant in the Rock Island Ry. yards near the company's corn sheller. The eltr. will cost about \$30,000 and have a capacity of 65,000 bus.

Galveston, Tex.—The federal circuit court at New Orleans has affirmed the decree of the lower court sustaining the decision of the Interstate Commerce Commission against the Southern Pacific, which had granted E. H. Young, an exporter, discriminatory rates for wharf and terminal privileges.

Galveston, Tex.—Considerable complaint is being made at the dockage applied on off grade corn at this city by the exporters. The condition of no grade corn is not considered, but all cars are docked alike, while it is alleged some no grade corn is better than other corn, and that each car ought to be considered on its merits or separately.

Galveston, Tex.—Rates on clean rice for export thru this city from Bay City, Eagle Lake, Lakeside and other points west of Houston have been reduced by the Santa Fe R. R. This city and New Orleans hitherto have had the same rate, 19c. Galveston being nearer the producing area will have a rate of 13c, and it is said a differential will always be maintained between the two ports.

San Antonio, Tex.—The Webster Co. incorporated to deal in farm products; capital stock, \$20,000; incorporators: Van A. Webster, J. E. Jarratt, W. E. McCampbell, and A. A. Webster, all of Bexar Co. Van A. Webster has been in the grain business in San Antonio many years and also owns the Quality Mills of



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Austin. A. A. Webster has been in the grain business in San Antonio some time.

San Angelo, Tex.—The Paul Garrett Milling Co. recently incorporated has bot the property of the Moody Mill & Eltr. Co. which was one of the defendants in the anti-trust suit brot by the attorney general against the millers, and recently a representative of the former conferred with the assistant atty.-gen. as to the lien the state holds on the property of all defendants. The capital stock is \$20,000; incorporators: Paul Garrett, W. T. Bartholomew, A. B. Crain, and K. N. Crain.

WASHINGTON.

Walla Walla, Wash.—The state prison will have to carry over unsold 1,000,000 grain bags, owing to the light crop of wheat.

Pateros, Wash.—The Methow Trading Co. is installing a complete feed-grinding plant including an ear corn crusher, corn sheller, and a burr mill.

Garfield, Wash.—The press report that farmers had stacked barley 90 ft. high at this place to hold their grain is all a mistake. This is not a barley district.—L. W. Carson.

Seattle, Wash.—W. W. Robinson has been awarded the contract to supply the government with 5,500 tons of oats for the Philippines at \$1.86½ per 100 lbs. Delivery is to be made on dock at this city.

WISCONSIN.

Wausau, Wis.—Leo Gosh was fatally injured recently while operating the car puller at the eltr. of the H. E. McEachron Milling Co.

Superior, Wis.—The Great Northern Railroad Co. has settled its grain eltr. tax suits by the payment of \$33,000 for 1906 and 1907, without interest.

Watertown, Wis.—The barley eltr. of the Watertown Grain Co. is now in operation, after being partially remodeled and having up-to-date machinery installed.

Hartland, Wis.—Fred W. Pynn reports a wholesale robbery of grains from his eltr. with no clue to the thief. He has missed one ton of feed, 50 sacks of flour and 100 sacks of oats.

Jefferson, Wis.—The Jefferson Brewing & Malting Co. has a large force at work tearing down the walls of the grain eltr. burned last summer. A new eltr. will be built considerably larger than the other.

MILWAUKEE LETTER.

Memberships in the C. of C. are quoted at \$250 net to the buyer.

As a result of the heavy arrivals of wheat lately local mills have become blocked with cars waiting to be unloaded.

W. M. Bell is reported to have gone deer hunting in the wilds. As to what kind of deers, no one will venture a guess.

This market has not given out the least semblance of flirting with uniform rules on grain. Official sampling was once tried but?

New corn arriving in Milwaukee is tagged "RUSH, NEW CORN, DO NOT DELAY." Railroads have thus far rendered good service.

As a matter of comparison: since Jan. 1, this year, there has been a total of 9,563,000 bus. of wheat, 13,786,233 bus. of barley, 11,411,200 bus. of oats, 11,238,000 bus. of rye and 2,380,000 bus. of corn received at this market; while shipments for the same period amount to 5,365,510

bus. of wheat, 8,030,536 bus. of barley, 7,943,715 bus. of oats, 762,434 bus. of rye and 2,344,814 bus. of corn.

A soft brussels carpet, one of those kind that makes the smoke have a softer feeling, has been laid and now adorns the smoking room floor.

The Wisconsin Central road has announced the purchase of about \$2,000,000 worth of rolling stock, the equipment to be used on the Duluth extension of that road. The amount expended includes 2,650 freight cars.

Look for prices to hold about as they are. Business is very satisfactory thus far. Believe the close method being pursued by buyers when making purchases will be continued throughout the season.—F. C. Smith.

Despite the fact that business is booming a loss of about five minutes was recorded against all exchange members recently when they undertook to christen a pair of new shoes Harry Stratton sprung on 'change.

Geo. H. D. Johnson, O. F. Bird, Frank W. Smith and Col. R. G. Butler have been appointed to represent the C. of C. as delegates at the National Rivers and Harbors Congress, to be held at Washington Dec. 9, 10 and 11th.

Members recently admitted to the C. of C. are: Chas. Stolper, Jr., Chas. C. Blodgett, D. V. Hales, Waterloo, Wis., and H. G. Atwood, Minneapolis. Application for membership has been made by L. A. Bearman. Application for transfer of membership has been made by Wm. A. Townsend.

Demand for wheat is confined principally to durum. Spring grades dull. In our opinion rye should prove attractive, owing to quality of arrivals, choicest Wisconsin selling here at 75c, which is 33c under wheat price, a difference which is unusual and not likely to be maintained.—B. G. Ellsworth.

As to the quality of the new corn crop, I think it is the soundest and contains more feeding value than any crop I ever saw at this time of the year. I think it will go better all the time, as it loses its moisture. Dakota has the best crop and largest ever raised. Yield of other states is not large; but quality is above par.—F. D. Hinkley.

After a sudden falling off in receipts, bringing reminiscences of summer months to the minds of dealers, receipts have again become heavier, due, probably, to the completion of farm work during the stretch of unusually favorable weather. Indications are that the movement will resume its natural proportions for this time of the season. Notwithstanding, the tendency of interior dealers to hold back grain for a soar in prices.

Receipts of barley have increased and market is easier. Unless receipts average considerably heavier do not expect much decline while coarse grains continue strong. Durum wheat is in good demand and prices in line with other markets. Milwaukee market is about 1c higher than Chicago on corn and there is an active demand for all grades. Receipts of all grains ought to show some increase for I look for a good demand.—C. F. Glavin.

The directors of the Milwaukee C. of C. will undoubtedly join with other Boards of Trade contemplating bringing a suit to prevent the elimination of the elevation allowance on grain. The railroads contemplate cutting off this allowance Jan. 1st, but the elevator operators are anxious to prevent this being done. The matter

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SYKES STEEL ROOFING CO., Chicago, Ill.

will be taken to the U. S. Supreme Court for a ruling, which they believe will be favorable to the shippers.—Geo. A. Schroeder.

With the first "rush" of grain to market narrowed down to customary limits, dealers have been setting back on their haunches awaiting the movement of the corn crop, which is the big noise just now. The advance guard has already arrived and found splendid conditions awaiting it, and the real movement, when it does come, will no doubt be taken care of. Corn arriving over the Northwestern road is and always had been disposed of at a premium in this market.

We have had a decline in the barley market the past week of a cent a bushel.



Fig. 2—Wheat Straws Injured by the Joint Worm. After Webster, Circular 66, Bureau of Entomology, U. S. Dept. of Agri.

Demand has been best for the medium and choice grades while the low grades have been rather slow at the decline. Maltsters and brewers have come to the conclusion that the best is the cheapest and that if we have further decline the poor barley will decline most on account of the narrow range, which at present is only about 5 to 6c per bushel. Demand for malt has been fair, but mostly "hand to mouth."—L. L. Runkel.—Slits.

"Six years will bring the end of wheat exportation from Puget Sound and other Pacific Coast ports," is the prediction recently made by James J. Hill, chairman of the board of directors of the Great Northern Railroad. Mr. Hill asserts that consumption will overtake home production.

The Joint Worm.

The joint worm which was so destructive to wheat in western Ohio and eastern Indiana during the spring of 1908, is described in Circular No. 66 recently issued by the U. S. Dept. of Agriculture, by Professor F. M. Webster.

In fig. 1 herewith is shown the adult insect, *Isosoma tritici*, much enlarged.

In fig. 2 are shown wheat straws injured by the joint worm, from which the joint worms have been removed by some beneficial animal, perhaps the short-tail shrew.

The insect may be found in wheat stems in its various stages of development throughout the year. It lives thru the winter as a grub in cells formed in the stems prior to the ripening of the grain, the adult emerging in April or May, after several joints of the plant have become exposed. The eggs placed in the stems by the female hatch and the young grubs feed on the walls of the stem reaching their maximum growth when the straw becomes hardened and ripe.

The effect is to foreshorten the wheat heads, reducing the kernels both in size and number. In severe attacks they become shrunken.

No remedies are known for the joint worm. The preventive measures are burning the stubble. Rotation of crops is advantageous, because it compels the migration of adults from one field to another, when they are likely to be killed during stormy weather. The sowing of early ripening varieties is also beneficial.

Bulk handling of grain does not interest the Pacific Coast growers of wheat so deeply when sacks sell at 6c as at present.

The American Society of Equity has recently elected C. O. Drayton of Greenville, Ill., pres., and S. B. Kump of Wisconsin, sec'y. Is this grain holding trust responsible for the high prices?

That Europe can be practically independent of American maize is demonstrated by the small exports from the United States for the six months ending Nov. 1, the total being the insignificant amount of 4,843,894 bus. Argentine exported from Jan. 1 to Nov. 12 65,203,000, the Danube 25,751,500 bus. It seems probable to us that the highest prices until spring will be realized for corn sold now. Speculators will hesitate to attempt a corner in May corn, with the quantity of cribbed corn so large; the quality sufficiently good as to make contract grade in the Chicago market. And without a "bull" leader, the price will probably work down to an export basis after the turn of the year.—Louis Muller Co.



Fig. 1—Adult of the Joint Worm. After Howard, Circular 66, Bureau of Entomology, U. S. of Agri.

Let Us Handle
Some of Your

C
O
R
N

Export

Domestic

J. A. Manger & Co.

216 & 218 Chamber of
Commerce

BALTIMORE

MD.

LEADING HANDLERS OF
CASH OATS IN THE CITY
OF BALTIMORE

Seeds

New York's exports of timothy seed last week were 1,739 bags.

Transportation companies want a tag on each bag of a shipment of grass seed.

P. M. Price has purchased the business of the Harns Seed Co. of San Diego, Cal.

March clover at Toledo has had a rapid recovery from the recent low point of \$5.40.

Receipts of alsike clover for the season at Toledo have been 5,589 bags to Nov. 21, against 2,263 bags a year ago.

The Botna Valley Seed Co., of Lewis, Ia., is placing additional shelling and elevating machinery for seed corn and other grains.

It is generally admitted that the farmers are the dictators in the clover seed market to-day, but many well posted dealers suspect that they are holding back seed at their own expense.

Natoma, Kan., Nov. 16.—Cane seed is not going to be very plentiful. Alfalfa seed is the lightest average known since the country has been raising it.—Henry Schloß, agent Hoffman Elevator Co.

D. S. Chamberlain, well known in the hotel and medicine business, has purchased a substantial interest in the Iowa Seed Co., of Des Moines, Ia., assuring the company of means for future growth and expansion.

Clover seed yielded $2\frac{1}{4}$, timothy seed $4\frac{1}{2}$ and flaxseed 16 bus. per acre in Wisconsin this year. The quality is 96% for clover, 97 for timothy and 92 for flaxseed, as reported by John M. True, sec'y Wisconsin State Board of Agri., Madison, Wis.

Toledo received, during the week ending Nov. 21, 2,831 bags of clover seed and shipped 3,450 bags; compared with 1,417 bags received and 33 shipped during the corresponding week a year ago. Shipments so far this season have been 25,000 bags, against 1,711 last season; and receipts for the season have been 72,166 bags, against 15,570 for the corresponding period of last season.

A Hamburg seed dealer sends out a bearish circular. He has since then bought fair amounts of clover seed for export. We know of one dealer who sold him 500 bags. Can it be that he is trying to talk our prices down? In his circular he says: "Temporary advances in America and Europe, created by a momentary shortness of supplies or by external influences, as is just now the case in consequence of higher Toledo quotations, will not change our opinion that Europe has surplus and enough to depress prices."—C. A. King & Co.

London, Eng.—Of red clover, all qualities, we will have plenty to supply home wants. Dealers are waiting, as seed not wanted before spring. French crop large and of splendid quality, already being taken up by all countries. American and Chilean crops very large. Alsike unchanged. Fine qualities Canadian and American, coming out, also some English of very good quality. White clover unchanged, best qualities scarce but plenty lower grades. Trefoil small crop, mostly of inferior quality.—*Corn Circular*.

Imports of clover seed from abroad have stopped. There was some Chilean imported early, but when our prices were high, up around nine dollars. Most

of the buyers hedged by selling futures here and later covered them, providing a demand when the receipts were the largest and the demand needed the most. Imports during the year ending with last June, were 152,000 bags and exports which include alsike, 26,600 bags. East is looking to the West for their supplies instead of to Europe, as they have greatly past two seasons.—C. A. King & Co.

The volume "Farm Weeds of Canada" has met such a favorable reception that the Dominion Government has in press a new and enlarged edition, the distribution of which will not be limited to public libraries and educational institutions. Seed Commissioner Clark of the Canada Department of Agriculture states that nearly 15,000 copies have been distributed. It is perhaps the finest illustrated weed bulletin ever issued by any government. The revised edition will contain 18 more plates of weeds and two more of weed seeds.

The Department of Agriculture of Canada estimates the yield per acre of clover seed at 2.38 bus. in 1908, compared with 2.02 bus. in 1907, and of alsike clover seed at 2.92 bus. in 1908, compared with 3.21 bus. in 1907. The market price of red clover seed this year averaged \$7.50 per bu., compared with \$9.77 in 1907, and alsike clover seed this year averaged \$9.57 compared with \$9.06 in 1907. It is estimated that the acreage devoted to clover seed this year exceeded that of 1907 by 20 per cent in the case of red clover, and five per cent in the case of alsike.

Chicago received, during the week ending Nov. 21, 1,104,085 lbs. timothy seed, 290,577 lbs. clover seed, 823,746 lbs. other grass seeds, and 30,380 bus. flaxseed; against 410,500 lbs. timothy seed, 182,000 lbs. clover seed, 258,000 lbs. other grass seeds and 36,130 bus. flaxseed during the corresponding week of 1907. Shipments for the week have been 356,469 lbs. timothy seed, 91,550 lbs. clover seed, 523,214 lbs. other grass seeds, no flaxseed listed; against 198,768 lbs. timothy seed, 47,127 lbs. clover seed, 1,054,790 other grass seeds and no flaxseed during the corresponding week of last year.

Our exports of seeds during the 9 months prior to Oct. 1 included 2,579,199 lbs. clover seed, 16,152,029 lbs. of timothy seed, other grass seeds valued at \$209,921 and 1,149,599 bus. of flaxseed; against 1,698,805 lbs. clover seed, 13,472,020 lbs. timothy seed, other grass seeds valued at \$178,377 and 3,109,627 bus. of flaxseed during the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics. Imports of clover seed during the 9 months have been 13,906,932 lbs., against 21,737,700 lbs. during the corresponding month of last year. October imports were 471,763 lbs., against 1,401,846 lbs. in October, 1907.

The advance of over one dollar from low point bears out our statement that the red clover would not be as large as early figures indicated. The bears forget for the moment that the farmer knows how to market his crops, and those who tried to call the turn by selling ahead of him got left, especially after the market got down around \$4.60 for Prime in Toledo. March seed in Toledo at \$6 will enable the country dealer to pay the farmer \$5 for his seed. That price may bring out considerable, but the farmer is rich and if he needs no money he may not sell even then. The amount of seed held in store for country account is very insignificant as compared with former years when the crops were correspondingly as

large. Many thousand bags of December and March were sold, but it was all absorbed and seems to have disappeared, and does not come out on every little advance.—J. F. Zahm & Co.

Hamburg, Germany, Nov. 4.—Ideal weather during October has done wonders for clover seed. Over all Germany it has been the best crop in years, and this country will be able to export red clover this year. The demand for Chilean red has practically ceased. In France clover seed is a record crop; offerings are simply overwhelming; quality bright and color mostly deep purple. Alfalfa seed is a decidedly bad crop in France, which this year has but very large lots of alfalfa in our market. The Russia-Turkestan alfalfa seed crop is below normal, and new seed in quantity will not be available in Hamburg until January and February. Alsike is a beautiful crop. Our timothy crop is medium and we shall require to buy from America.—R. Liefmann Sons Successors

The seed merchants complain that it is extremely difficult in many cases to remove the noxious weed seeds and that they have experienced difficulty in getting good Iowa grown seed. The growing of clover seed is largely in this state a matter of secondary consideration. It is a common practice to cut the first crop of clover for hay, and if the second crop is promising to allow the seed to ripen and then to harvest. In this way many of our common weeds are harvested with the clover seed. Thus, for instance, we found in 1907 that a great many Iowa grown clover samples contained the Mexican dropseed grass and wild timothy. These weeds have frequently been sent to us for identification, the farmers often thinking they were quack grass. The common dock, smartweed and Pennsylvania smartweed are frequently found in Iowa grown clover seed.—Bull. 99, Iowa State College.

The Maggot in Red Clover Seed.

The "red weevil" which was reported as infesting red clover seed in many parts of Ohio during the past season, is identified by Professor F. M. Webster of the U. S. Department of Agriculture as the maggot of the clover flower midge.

The reason for the worms being found among the clover seeds is that at the time the seed was hulled they were ensconced among the hulls and were not blown out with the chaff. They will do no further damage to the seed, says Professor Webster, much to the relief of seed dealers who have clover seed in store.

The clover flower midge is a minute insect depositing an egg only 1/100 of an inch long. The maggot when full grown



Fig. 1.—The Maggot of Red Clover. From Riley, Circular 69, Bureau of Entomology, U. S. Dept. of Agri.

is about 1/20 of an inch long, ranging in color from nearly white to orange red, according to age.

The insect passes the winter in a cocoon, coming out in the spring simultaneously with the heading of red clover. It then deposits the eggs, perhaps 50, in the lower head, these hatch, the worm feeds in the floret, drops to the ground, forms a cocoon and emerges from this in time to deposit eggs in the second or seed crop of bloom. After this second hatching of the season the worms go with the hulled seed to the country dealer.

The worm is shown in Fig. 1, herewith, *a* being a ventral view of the larva enlarged, and *b* the head retracted, highly magnified.

The midge is shown in Fig. 2, herewith, *a* being a ventral view of the male with scales denuded, *b* the head, *c* genitalia, *d* antennal joints, *e* claw, *f* scales.

Failure of the florets to develop is the indication of the presence of the maggots. The florets become reduced in size, often distorted and lacking more or less in the familiar pinkish color. The stem or foliage of the clover plant show no material effects.

To prevent injury the clover should be cut quite early, not later than the second week in June. This hastens the second blooming so that by the time the maggots of the second brood arrive the blossoms have advanced too far for the worms to work in them. In the latitude of northern Ohio, Indiana and Illinois the time for this early cutting will be just before timothy is headed.

The Argentine oats crop is reported by that government as 492,000 tons, a remarkable expansion from 53,137 tons in 1906. Nearly all the oats are grown in the single province of Buenos Aires, while Santa Fe raises most of the flaxseed. The exports of oats from Argentina for the crop year ending July 31 have been 383,117 tons, against 147,360 tons for the preceding crop year.

Frozen Wheat Not Dutiable as Wheat.

The protest by P. J. Dalton of Pembina, N. D., against the collection of duty on feed screenings under the classification wheat, contending that the frozen wheat imported was dutiable under section 6, relating to unenumerated unmanufactured articles, has just been sustained by General Appraiser Waite, who says:

On inspection it appears to be largely shrunken wheat mixed with a considerable portion of other substances, conspicuous among which are wild buckwheat, sorrel seed, ches, and other foul material. * * * A somewhat similar product was involved in the Devereux Company case, G. A. 5796 (T. D. 25626), where the Board held it to be an unenumerated unmanufactured article, dutiable under section 6. This decision was afterwards reversed by the circuit court for the district of Minnesota (United States v. W. P. Devereux Company, 135 Fed. Rep., 428; T. D. 26-160), which held the commodity to be wheat.

Considerable stress was laid on the fact that the grain would germinate; and from the testimony in that case it was apparent that it could be and had been largely used for human food. In the condition in which the commodity before us appears we do not think it could be so used. A test was made as to whether it would grow or germinate, and it failed to do so. We are of the opinion that that essential quality of commercial wheat is lacking in this merchandise, and conclude that in the condition in which it was imported it can not be considered wheat within the meaning of the tariff.

Flour made in part from durum wheat can not be branded spring wheat flour, is the recent decision by the federal board of food and drug inspection after the seizure of a carload of flour made at Hastings, Minn.

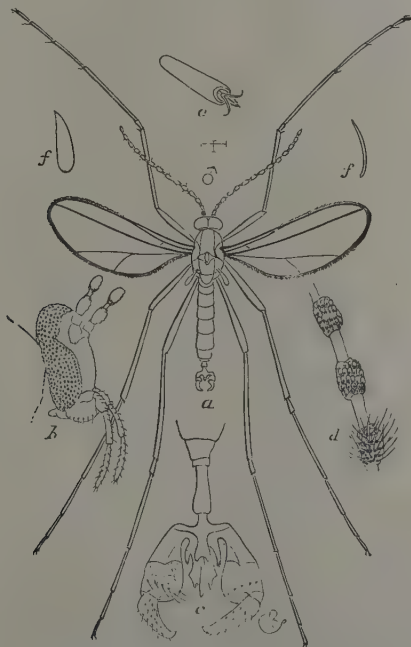


Fig. 2.—The Clover Flower Midge.

From Kiley, Circular 69, Bureau of Entomology, U. S. Dept. of Agri.

Dust Separators

The Best in the Business because it is scientifically proportioned and will lay finer dust than any other machine made. We have had years of experience in this business and we will be glad to help you solve your dust-collecting problem.

CINCINNATI
EXHAUST & BLOW PIPE CO.
324-30 W. 3rd St., Cincinnati, O.



CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.
70-86
West Jackson Boul.
CHICAGO, ILL.



"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.



THE
"New
Cyclone
1905"

Manufactured Exclusively by
The Knickerbocker Co.
JACKSON, MICH.

Grain Carriers

The Santa Fe will soon resume work on its extension from Zuber to Center, Tex.

The National Rivers and Harbors Congress will convene at Washington Dec. 9, 10 and 11.

Aids to navigation on the great lakes will be removed by the Canadian government Dec. 10.

Private cars on private tracks will not be subject to demurrage in New York after Jan. 1, under a late ruling by the state commission.

A folder illustrating and describing its proposed steel unit car and barge transportation system for grain to New Orleans has been issued by the River & Rail Transportation Co., of St. Louis, Mo.

Flaxseed composed the most valuable cargo of grain ever loaded on the great lakes. The D. R. Hanna took on board 400,000 bus. at Duluth Nov. 14 for the American Linseed Co., valued at \$580,000 at Buffalo.

The complaint by W. S. Duncan and others of Atlanta, Ga., against the N. C. & St. L. R. R. for alleged discrimination in favor of Nashville in rebilling privileges is to be heard by the Interstate Commerce Commission in December.

An order requiring carriers to post tariffs at each station has recently been issued by the Michigan Railroad Commission, the tariff to be corrected daily and open for inspection, the agent in charge being required to assist persons seeking for information.

Illinois at the November election adopted the \$20,000,000 bond issue for the construction of the proposed deep waterway continuing the Chicago drainage canal down the Illinois River to Utica. The necessary legislation is to be enacted in January that dirt may fly next summer.

The U. S. Circuit Court of Appeals has temporarily restrained the Interstate Commerce Commission from enforcing the recently ordered reduction in rates on commodities shipped from the seaboard to the Mississippi River. This order is the first of the kind issued by the Circuit Court against the Commission.

Texas statutes will not permit the enforcement of the new uniform B/L. A 10 per cent penalty for failure to use the new B/L can not be imposed except by the state railroad commission. The clause undertaking to limit the liability of the carrier for loss or damage in transit also conflicts with the statute.

Commissioner Clark and Examiner Lamb heard evidence at Kansas City Nov. 6 and 7 on the differential in rates on grain from northern Kansas to Omaha and Kansas City. The Kansas City Transportation Bureau is complainant, and the Omaha Grain Exchange was represented by Vice-Pres. F. S. Cowgill and Sec'y E. J. McVann.

A railroad station agent can usually refund to a country shipper any overcharge if claim is presented to him during the current month, as he can make up what is known as a relief voucher, stating to his auditor that he has refunded shipper certain amounts which are charged against his station and asking that his station be relieved of the outstanding amount. As a rule the station accounts

are kept open during the calendar month. If a freight overcharge is allowed to go uncollected beyond this time the claim will have to go thru the hands of the freight claim agent, with more delay and perhaps eventual failure to get justice.

The proposed 10 per cent increase in freight rates was discussed Nov. 17 at a conference between Fred Upham, pres. of the Illinois Manufacturers Ass'n and W. C. Brown, vice-pres. of the New York Central. The latter declared the increase would not amount to more than 3 per cent and agreed to bring about a conference between the roads and a committee of 5 to be appointed for the shippers by Mr. Upham.

Wm. R. Johnston's demurrer to the charges that he had accepted rebates on grain from the Chesapeake & Ohio R. R. at Richmond, Va., was taken under advisement by Judge Waddill of the federal court after the recent hearing. Mr. Johnston is charged with having shipped grain over the Atlantic Coast Line and the Seaboard Air Line purporting to have been billed direct to Carolina points from western and valley points.

For the illegal imposition of car service charges the Texas & Pacific Railroad was indicted by the federal jury at New Orleans Nov. 11. Between Dec. 24, 1907, and Feb. 16, 1908, the road overcharged Geo. B. Matthews & Sons, Benedict Commission Co. and Thomas J. Stanton on shipments of hay from Kansas City, Mo., and Stuttgart and Ulm, Ark., by exacting demurrage when the cars were still in transit and could not be delivered.

Canadian roads may handle grain on Sunday, the Dominion Ry. Commission on Nov. 2 having issued the following order: "It is ordered that permission be given the applicant company (the Grand Trunk), its servants, workmen, agents, or officers, in order to prevent undue delay to: (1) Unload grain from vessels at lake ports in Ontario and load grain into cars at such ports between Sept. 15th in any year and June 1st in the year following upon the Lord's day. (2) Between the said dates do such work as may be necessary for the purpose of furnishing to and from such lake ports in Ontario a continuous railway service for carrying grain from elevators and vessels upon the Lord's day. (3) Perform all work necessary upon the Lord's day for the delivery to their several destinations of freight cars that were in transit when the Lord's day began."

The executive committee of the National Industrial Traffic League met the members of the bill of lading committee and others at the Great Northern hotel, Chicago, Nov. 12, to consider the instructions of the League with reference to the uniform B/L and the 10 per cent penalty clause. It was decided that the B/L committee should formulate a recommendation of proposed changes to be submitted to the League at its next meeting for adoption with the purpose of having the Uniform B/L committee join in a recommendation to the Interstate Commerce Commission. It was agreed that the pres. appoint a committee of 5 members to arrange a conference with representatives of the western and southern lines with a view to eliminating the 10 per cent penalty.

The Chicago Board of Trade officially will be no party to the contemplated court proceedings to compel the railroads to continue the payment of the 1/4c transfer allowance. Many members of the Board operating elevators will join with the ele-

vator proprietors of other cities to have the order of the Interstate Commerce Commission abolishing the elevation allowances set aside. Those grain elevator proprietors whose business has required the elevation and reloading of grain have derived substantial profit from the 1/4c allowance for the service. At Chicago, it is said, the payments by the roads to the elevators have exceeded \$500,000 annually. The effect of the abolition of the payments on Jan. 1 will be to increase by millions of dollars the earning of the roads from grain traffic. Those few roads to which transfer is indispensable will be forced to provide their own facilities for transfer from car to car, and some roads owning transfer elevators will be forced to cancel their leases to the grain companies operating the plants.

The litigation contemplated by elevator and railroad interests to set aside the elevator allowance decision of the Interstate Commerce Commission before Jan. 1, lends interest to the following exact statement of the position of the Interstate Commerce Commission on this very important question: "Advantages that are unlawful may be enjoyed in ways that do not involve the direct payment of rebates. An allowance by the Union Pacific railroad to Peavey & Co., under the contract between them, when made on their own grain which has been mixed, treated, stored, weighed or inspected in any elevator belonging to Peavey & Co., or which has been reshipped out of any of their elevators more than ten days after its receipt therein, amounts pro tanto to a contribution by the Union Pacific railroad to Peavey & Co. of the cost of securing the commercial benefits growing out of the mixing, treating, storing, weighing or inspection of their grains, and is an undue preference and therefore unlawful."

Parable of the Grain Dealer.

He ariseth in the morning and goeth forth to his daily labor, and he worketh far into the night, for there is little to earn and many to keep.

Lo, and behold, there comes the down-trodden farmer with his wheat, and he asketh the price in the market place, and when the dealer telleth him, the farmer is wroth and sore distressed, and he maketh a loud noise (for he readeth the market reports).

But wisdom prevaileth in the council and after much persuasion he selleth his wheat at a great price and waxeth rich.

And the dealer loadeth the wheat and billeteth it to his commission house, but it is many days upon the journey, and the market slumpeeth and his anger is great.

Then lo, and behold, the wheat arrives "hot" and he teareth his hair in vain regret.

And it came to pass that the "down-trodden" farmer rideth in an automobile and carrieth a check book, while the poor grain dealer is found at his labor with one suspender.

J. R. Tomlin Grain Company.

Could not keep house without the Grain Dealers Journal.—H. J. Waddell, Havana, N. D.

J. A. Everitt has organized a rival "Farmers" Society of Equity, with himself as pres.

Profits of the American Malting Co. are stated in the annual report recently issued, to have been \$1,319,993, against \$10,517 the previous year. Its total assets are \$34,283,200, and its net working capital is \$5,636,297.

Supply Trade

Diligence in advertising is the mother of good luck in business.

The Northwestern Seed Cleaner and Grain Separator Co. has been incorporated at Boone, Ia., with a capital of \$20,000.

A snap is being distributed among the members of the trade who are in any way likely to need a paper clip, with the compliments of Ware & Leland, Chicago.

The Weller Mfg. Co., recently furnished the equipment for the cereal mill of the Cereal Mfg. Co., of Cape Town, So. Africa. The sale was made thru Collier & Co., of London, Eng.

The Paulding Grain Door Co., Omaha, Neb., has been incorporated with a capital stock of \$10,000. The incorporators are Martin Paulson, L. L. Quinby, J. P. Zimmerman and G. T. Zimmerman.

A meeting of the creditors of the Brown-Cochran Co., was held at Lorain, O., Nov. 19th for the purpose of receiving the report of the creditors' comite which was appointed at the creditors' meeting held Sept. 23.

The Grain Dealers Supply Co., Minneapolis, Minn., who bot the complete stock of C. D. Holbrook & Co., are now located in the old Holbrook quarters at 305 Third St., So., and will continue the business of handling elevator and mill machinery and supplies, also the Avery Automatic scales and gasoline engines.

One big advertiser likens advertising to an introduction of himself to some party (the public) he wants very much to meet under the most favorable circumstances. He says: "In introducing ourselves to new people—unsought—it requires tact and knowledge of the other man's affairs, as well as of our own, to convert the invasion into a welcome reception, instead of one of toleration—or disorderly riot."—*Mahin's Messenger*.

Catalog No. 26, issued by Sprout, Waldron & Co., Muncy, Pa., illustrates and describes in its 126 pages its complete line of attrition mills, feed grinders, corn crushers and accessories. The contents of this catalog are written in an interesting manner that will no doubt convince all readers of the Journal who send for a copy that it will be to their profit to make feed grinding one of the profitable features of their business.

The Barnard & Leas Mfg. Co., of Moline, Ill., have been carrying what they termed an "Oldest Separator Contest" to learn of the oldest and next oldest separator of their make in use at the present time. To stimulate interest a reward was offered. The oldest separator was found in the plant of D. Gratz & Son, Tecumseh, Neb., having been installed in 1867. The next oldest at Winchester, Ill., in the mill of Geo. Mader & Son, date of purchase being 1868. The contest proves the merit of this machinery and reflects great credit on a manufacturer, whose machines will stand up under continuous service for forty-one years.

Authority to inspect all imported cereals is being sought of the Treasury Dept. by the Dept. of Agriculture, with a view to determining if the importation contain noxious weed seeds. As most of the grain goes thru in bond what difference does it make?

The National Corn Exposition.

The National Corn Exposition, which will be held at Omaha, Nebr., Dec. 9-19, promises to be well attended by grain dealers as well as grain growers.

The grain dealers are aiding the National Corn Exposition managers in their plans for the Agricultural Educational Congress, which will be held during the Exposition period at Omaha, December 9 to 19.

GRAIN DEALERS DAY.

Tuesday, December the 15th, will be Grain Dealers Day at the Exposition.

"A boost for better oats" is the slogan for that day.

Prof. M. L. Bowman, Farm Crops Department, Iowa State College of Agriculture, will deliver an illustrated lecture upon "The Improvement of the Oat Crop."

Mr. J. C. Murray, Grain Department, Quaker Oats Company, Chicago, Ill., will deliver an address on "The relative value of good and poor oats to the cereal miller."

Bring your ideas and suggestions with you, Grain Dealers Day.

The program and discussion will be conducted under the auspices of the Western Grain Dealers Ass'n, assisted by the Illinois Grain Dealers Ass'n, Indiana Grain Dealers Ass'n, Kansas Grain Dealers Ass'n, Ohio Grain Dealers Ass'n, Oklahoma Grain Dealers Ass'n, Tri-State Grain Dealers Ass'n, Texas Grain Dealers Ass'n, Farmers Co-operative Ass'n.

GRAIN DEALERS CONVENTION

HOSTS: President G. W. Wattles, Secretary E. J. McVann, Chief Inspector G. B. Powell of the Omaha Grain Exchange, and C. Vincent, Farmers Elevator Co., Omaha, will serve as hosts to the visiting grain dealers.

The National Corn Exposition management desires the active co-operation of every grain dealer in bringing out a great show of grain and arousing educational interest in crop improvement.

\$800.00 THRESHING OUTFIT—For the best club exhibit consisting of five, one-half bushel lots of oats, any kind, or any color, the National Corn Exposition will award an \$800.00 Belle City threshing outfit complete with self-feeder, wind blower and automatic weigher attached. This is only one of the many premiums offered in the \$50,000.00 premium list at the National Corn Exposition, which will be held in Omaha December 9 to 19.

\$1,000.00 IN GOLD and \$1,000.00 Grand Premier Commonwealth Sweepstakes Trophy besides several hundred dollars worth of farm equipment premiums will be won by a ten-ear exhibit of corn.

It is suggested that grain dealers join with the local implement dealers and other business interests that are directly concerned and arrange to hold local corn and grain shows at their offices or warehouses, and send the best exhibits from their local contests on to Omaha.

Charter a tourist or Pullman sleeper and take a "Corn Show Party" to the greatest grain exposition that the world has ever known.

Premium list, special posters and other advertising material will be furnished to all who may apply to J. Wilkes Jones, General Manager, Omaha, Nebr.


Crop failures in China are reported by U. S. Consul-General Williams of Tientsin. Already the prices of foodstuffs in northern Shantung and southern Chihli are higher than during the great famine of 30 years ago.

That Corn Movement

will be more profitable to you if you are as careful in choosing the grade of the firm you ship to as you are in buying the corn. Results are what count. We can make you \$\$\$\$\$\$

THE CONSOLIDATED GRAIN & HAY CO.

HENRY J. GOOD, President
"Large Oaks from Little Acorns Grow"
Cincinnati, Ohio

SCHMITZ'S
Scale Ticket Passer

Something New.

It passes the ticket from office to teamster with one movement of the hand.
Install one and save time, labor, fuel and avoid exposure to the weather.

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The Century IN 1909

will have some remarkable articles on LINCOLN, including unpublished documents from his own pen. The great sculptor SAINT-GAUDENS wrote his autobiography just before he died; THE CENTURY will print it. The full report of a remarkable conversation with the GERMAN EMPEROR will appear in THE CENTURY, and an interview with the great pianist PADEREWSKI. ANDREW CARNEGIE is writing on the Tariff for it. Articles by GROVER CLEVELAND's nearest friends will tell the intimate story of his life. MRS. RICE, the author of "Mrs. Wiggs of the Cabbage Patch," will contribute a great novel, and THOMPSON SETON a splendid new tale of animal life. The COLORED PICTURES will be more beautiful than ever.

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THE CENTURY CO.

Union Square New York

Supreme Court Decisions

Limitation of Carrier's Liability.—A contract between a railroad company and a shipper, limiting the liability of the carrier to loss or injury on its own line, is binding, if based on a valid consideration.—*C. R. I. & P. Ry. Co. v. Cotton*. Supreme Court of Arkansas. 112 S. W. 742.

Shipping Contract.—Where a definite shipping contract has been made between a consignee and the carrier, it cannot be varied by any subsequent agreement between the carrier and consignor, unless by authority from the consignee.—*H. J. Perkins Co. v. Amer. Exp. Co.* Supreme Judicial Court of Massachusetts. 85 N. E. 895.

Ownership Under B/L With Draft.—The holder of a draft, who takes an attached B/L by assignment, as security for the amount advanced on the draft, becomes the owner of the goods, as against the acceptor, to an extent sufficient to secure and protect his claim.—*Mason v. Nelson*. Supreme Court of North Carolina. 62 S. E. 625.

Shipper Entitled to Cars Tho Goods are Not on Platform.—The mere fact that a commodity intended to be shipped is not on the platform of the carrier is not an excuse for the carrier's failure to furnish cars, when the commodity is under the control of the shipper, and ready for shipment in the usual way.—*St. Louis S. W. Ry. Co. v. Leder Bros.* Supreme Court of Arkansas. 112 S. W. 744.

Damages for Failure to Furnish Cars.—Where a carrier failed to furnish cars for the shipment of hay and the necessities of the shipper required him to sell the hay at the local price, he could recover the difference between the local price and what he could have obtained in the desired market.—*St. Louis S. W. Ry. Co. v. Leder Bros.* Supreme Court of Arkansas. 112 S. W. 744.

Overcharge by Carrier.—Revised 1905, § 2644, subjecting a carrier to a penalty for failure to refund an overcharge within the time prescribed, does not impose an unlawful burden on interstate commerce, in violation of Const. U. S. art. 1, § 8, conferring on Congress the right to regulate interstate commerce.—*Raleigh Iron Works v. Southern Ry. Co.* Supreme Court of North Carolina. 62 S. E. 595.

Carrier as Bailee.—Where, after delivery of cars of freight to a consignee, the carrier agreed to take them to higher ground to protect them from flood without any charge for switching or otherwise, except the actual expense of handling the cars to keep them out of the water, the carrier took the cars as a bailee, and not as a carrier.—*Kingman St. Louis Imp. Co. v. Southern Ry. Co.* St. Louis Court of Appeals, Missouri. 112 S. W. 721.

Liability of Pledgee of B/L.—A buyer of a draft for the price of goods sold under a warranty with B/L attached, who receives payment from the buyer of the goods, is not liable for a breach of warranty, where he bought the draft for full value, in the regular course of mercantile dealing, and had no interest in the goods, and took no part in the bargain, and had no notice of its terms.—*Mason v. Nelson*. Supreme Court of North Carolina. 62 S. E. 625.

Alteration of B/L.—Where plaintiff sued a carrier to recover for losses sustained by lending money on Bs/L which did not represent goods delivered to the carrier, where palpable alterations appeared on the face of the bills and a witness for the carrier testified that the forgeries and alterations were made after the bills had left his hands, the burden is on plaintiff to explain

the same.—*Franklin Trust Co. v. Phila., B. & W. R. Co.* Supreme Court of Pennsylvania. 70 Atl. 949.

Claims for Loss of Goods by Carrier.—Under Revised 1905, § 2634, prescribing a penalty for a carrier's failure to adjust a claim for lost goods within prescribed periods, where no adjustment is made, a consignee can sue on the claim, and afterwards recover the penalty in a separate action, or he may join the two actions; his right to the penalty depending upon the recovery of the full amount of his claim.—*B. F. D. Albritton & Co. v. Atlantic Coast Line R. Co.* Supreme Court of North Carolina. 62 S. E. 597.

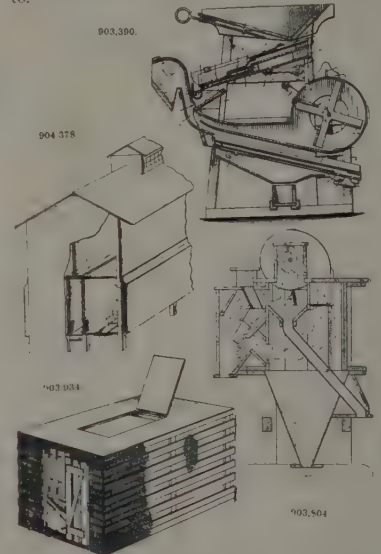
Limit of Time to Bring Suit for Margins.—A suit by a customer against a stockbroker for an accounting of gambling transactions in the purchase of stock on margin and for a decree for the amount due, brought nearly a year after the payments for margins, if brought by virtue of Gaming Act (Gen. St. 1895, p. 1606), § 5, authorizing a suit for money lost, is barred by lapse of time; and if brought by virtue of section 2, authorizing the recovery of money deposited on the vent of any wager, the limitation may apply by construction.—*Blessing v. Smith*. Court of Chancery of New Jersey. 70 Atl. 933.

Proprietor Not Liable for Death of Boys Frequenting Bins.—Where boys trespassing in a distillery mill, without knowledge of the person in charge, fell into a corn bin and were smothered, that the person in charge had allowed them to frequent the mill without warning them of danger did not render the proprietors liable; it not appearing that he had notice that the bin was dangerous, and he being the only person who knew that the boys ever frequented that part of the mill. That the boys went into the bin to get their hats in the presence of the person in charge on one occasion, and to get the corn by his direction on another occasion, when it was safe to do so, would not charge him with notice that they would go into it on other occasions, under different conditions, when trespassing on the property, without his knowledge.—*Kisler's Adm'r v. Kentucky Dist. & Warehouse Co.* Court of Appeals of Kentucky. 112 S. W. 913.

Speculation by Manager of Grain Company Contrary to Its By-Laws.—A company was chartered to purchase, sell, ship, and handle grain, live stock, and other farm products. Its by-laws prohibited the company or any of its officers from speculating in options on grain or other farm products, and provided that any officer guilty of such misconduct should be personally liable to the company for any damage resulting therefrom. In an action by the company against one who acted as its general manager to hold him personally liable for losses caused by his speculation in options with the funds of the company, held: Where it appears from the findings that the company under the direction and management of the defendant engaged in speculating in options on grain, the real question at issue is not whether the transactions were illegal and void, but whether they were in violation of the by-laws, and resulted in loss to the company, for which the defendant is liable. The fact that the board of directors knew that the defendant was violating the by-laws and failed to take any action to prevent him from so doing, cannot be held a ratification by the company of his unlawful conduct. The board of directors could not bind the ass'n by ratifying the transactions which the by-laws expressly prohibited, for the reason that the by-laws furnished the rules of conduct for the officers of the ass'n, and applied as well to the directors as to the defendant. In such an action it is no defense that some of the losses which accrued to the company arose out of speculative transactions which were made by the defendant in good faith, and for what he deemed the best interests of the company.—*C. B. Hoffman v. Farmers Co-operative Shipping Ass'n*. Supreme Court of Kansas. 97 Pac. 440.

Patents Granted

Corn Crib. No. 903,934. (See cut.) Zephaniah E. Williamson, Sheffield, Ill. The framework consists of top, bottom and sides and ends having air spaces thru, one end being provided with an entrance door. Adjacent to the outer door and opening inwardly is an auxiliary door, beneath which is a lean-to within the outer door. A removable panel is supported upon the lean-to.



Grain Separator and Grader. No. 903,390. (See cut.) Frank G. Lyman, Wapakoneta, assignor of $\frac{1}{2}$ to John E. Gunther, Wapakoneta, O. The separator comprises a shoe having stepped imperforate floors and a transverse conducting chute at its lower end spaced therefrom to provide a discharge opening, an independent frame within the shoe, provided with stepped screens, and a series of aprons delivering to each other and to the chute. The separating shoe and the grader shoe are connected by a windpipe communicating with a fan casing.

Separator. No. 903,804. (See cut.) Aug. Wolf, Chambersburg, Pa. The separator consists of a chamber having its sides formed of a number of sets of pieces, each set of which consists of two substantially vertical boards joined at their edges and extending at an angle to each other. A fan discharges into the chamber, a hopper forming the bottom. One structure delivers to the fan and another structure also within the chamber catches falling particles on their way to the fan, the structure containing a series of partitions forming a chute and having an opening whereby air from the chamber is delivered across a column of grain falling thru the chute.

Grain Elevator. No. 904,378. (See cut.) James C. Tobias, Bucyrus, O. In the outer wall of each of the bins is a perforate ventilating frame and in the floor of each bin is a perforate ventilating opening. Extending horizontally the length of a series of bins is a hood offset from the wall covering the outer perforate ventilating openings. The meshes of the perforate openings are small enough to prevent the escape of grain of large size. To receive small grain the openings are covered by doors. On the outside of the building is a covered water-shedding hood. The plan is to build the house in wings, each wing having a central conveyor belt to feed an elevator leg.

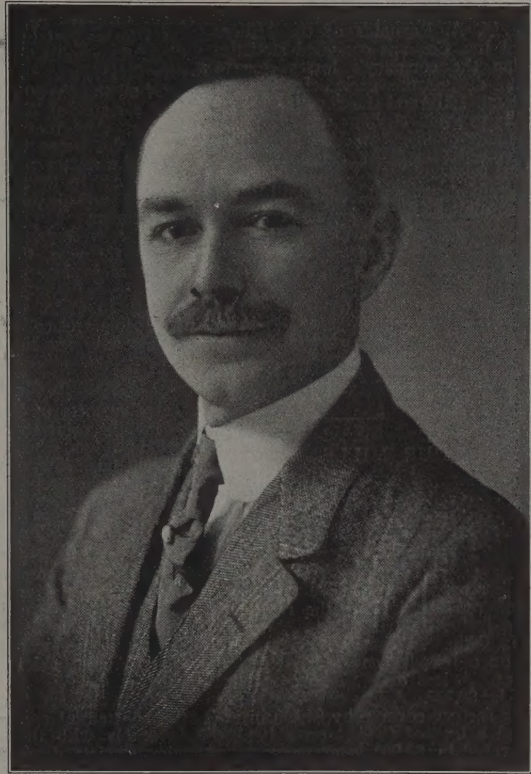
Remarkable Growth of Grain Cleaner Business.

We publish herewith a portrait of Mr. A. T. Ferrell of Saginaw, Mich., manufacturer of the well known line of Clipper Grain and Seed Cleaning machinery, also reproduce a photograph of his working and office force.

This firm has just closed its most successful year, which rounds out with a total of 5,290 machines manufactured and sold for the year.

A. T. Ferrell & Co. manufacture and put on the market a very large and extensive line of machines for cleaning and grading grain and seeds of all kinds, also peas, beans, flax, and machines for hand picking beans and all kinds of coarse seeds, a mechanical Bean Picker known as the Giant, also the Oxford Bean Polisher, several styles of cleaners for handling green peas in canning factories, corn graders, etc. The most remarkable fact concerning the manufacture of this great variety of sizes and styles of machines is that nearly every machine manufactured is carried in stock, finished, and any kind of machine can be supplied for immediate shipment.

The credit for creating this large business from a very small beginning is due Mr. A. T. Ferrell, who entered this line of business seventeen years ago, after several years' experience in a general store and two years' handling grain and seeds in a small elevator at Shiloh, O. The Clipper Cleaner, through his efforts, is now sold and used in every State in the Union, and a number of foreign countries, including Canada, Mexico, South America, Australia, Germany, England and France.



A. T. Ferrell, Saginaw, Mich.



Employees of A. T. Ferrell & Co., at Sag inaw, Mich.

Lightning Losses.

Sec'y M. A. Reynolds of the Millers National Ins. Co., has compiled statistics regarding the company's losses due to lightning during the period from Mar. 1st to Sept. 19th, and the showing is not favorable to grain elevator property. The total number of losses was 29; the insurance involved \$108,142, and the loss sustained \$15,363.41.

The grain elevator and flour mill losses were as follows:

ELEVATORS.

State.	No.	At Risk.	Loss.
Missouri	1	\$ 2,500	\$ 8.49
Kansas	1	2,200	10.00
Indiana	1	5,000	514.45
Oklahoma	2	5,500	21.13
Illinois	3	9,250	126.30
S. Dakota	3	8,475	24.76
N. Dakota	3	8,250	7,381.92
Minnesota	8	11,367	1,889.21
Total	22	\$52,542	\$9,976.26

FLOUR MILLS.

State.	No.	At Risk.	Loss.
Kansas	1	\$20,000	\$19.55
Illinois	1	9,100	6.00
Wisconsin	1	4,500	49.05
Total	3	\$33,600	\$74.60

All other property on which this company suffered fire loss as the result of lightning included 4 risks, 2 in Michigan and 2 in Ohio. A loss of \$3.85 was incurred on a foundry covered by \$10,000 insurance. A loss of \$7.27 on a tannery covered by \$2,500. A loss of \$4,468.09 on a rubber factory covered by \$4,500 insurance and a loss of \$833.34 on a lumber yard covered by \$5,000 insurance.

Of the total number of losses, elevators

furnish 76%; flour mills 10% and all other property 14%.

Of losses sustained, elevators furnished 65%; flour mills $\frac{1}{2}$ % and all other property $34\frac{1}{2}$ %.

Of all the elevator losses, 50% occurred in the states of North Dakota and Minnesota. And these two states gave 38% of all the losses that occurred.

Of the money paid for elevator losses, 93% went to these two states and they took 60% of all the money paid for lightning claims.

There were but five (5) total losses during the year, three of them being on elevators in North Dakota; one on elevator in Minnesota, and one on rubber factory in Ohio, which was 17% of all the losses and called for 89% of all the money paid for lightning claims.

Exports of Breadstuffs.

Our exports of breadstuffs during the 10 months prior to Nov. 1 have included 79,534,900 bus. wheat, 27,526,900 bus. corn, 807,900 bus. oats, 2,629,800 bus. rye, 4,177,300 bus. barley and 10,584,500 bbls. wheat flour; compared with 58,297,300 bus. wheat, 73,623,400 bus. corn, 1,426,500 bus. oats, 989,400 bus. rye, 4,508,400 bus. barley and 12,421,900 bbls. wheat flour during the corresponding 10 months of 1907. The total value of all breadstuffs exported during the 10 months was \$154,359,475; against \$152,452,055 for the corresponding period of 1907, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of rye and wheat show a gain, the substantial gain in wheat comparing favorably with the loss in wheat flour. The heaviest decrease is in our exports of corn, New York suffering the heaviest

loss, its exports having declined from 19,797,000 bus. a year ago to only 3,377,000 bus. for the past 10 months. Galveston alone of the leading ports held its own during the past year, and during the single month of October shipped 916,885 bus., which is more than the exports from all other ocean ports put together, New Orleans coming second with 176,000 bus.

The 1908 Bean Crop.

With the field bean harvest of 1908 nearly all threshed and a large part of it in dealers' hands, fairly accurate information concerning the size of the crop has been obtainable. *American Agriculturist* has received from the growers in principal field bean states, notably Michigan and New York, data which indicate that the crop is a little short of normal. Much irregularity, however, is noted. In one state, and even one county, there are variations from half a normal yield to 25 per cent more than a full crop. Nearly all growers report that navy, red kidney, yellow eye and white beans are of excellent quality. Even in localities in which the bulk harvested was less than last year, the marketable beans will be greater in quantity because of their freedom from blemish. In Michigan the yield to the acre has varied from 8 to 15 bushels.

New York growers report a harvest of 25 bushels to the acre in some localities and in others 12 bushels. There is unanimity as to the quality, which is very good. Wisconsin, not so important in the field bean growing industry, appears to have an average harvest.

A small corner in October wheat was run in the Budapest market.

PROFITS FOR POLICYHOLDERS

You are forced to carry insurance; when you borrow, an insurance policy must accompany the collateral, your banker will demand a policy on which a loss can be collected.

In placing your insurance, you should know: 1st, Is the Company sound? 2nd, Will it pay its losses? 3rd, Is the cost reasonable?

The Millers' National Insurance Co. is managed in the interests of its policy holders, each policy pays a profit to the insured. During 1907 an assessment of only $6\frac{1}{2}$ % was made for the year or only $32\frac{1}{2}$ % of the annual rate, equal to a profit or saving to policy holders of $67\frac{1}{2}$ % on the basis of a cash premium for the rate charged.

It is up to you to investigate.

Cash Assets	\$1,357,583.18
Liabilities	474,477.91
Net Cash Surplus	883,105.27

Risks in force Dec. 31, 1907	\$40,340,770.96
An increase during 1907 of	4,477,949.99
Losses paid since organization	5,624,753.10

ADDRESS:

MILLERS' NATIONAL INSURANCE CO.

CHARTERED 1865

No. 205 La Salle Street, CHICAGO, ILLINOIS

OR NEAREST AGENCY MANAGER

CHAS. H. RIDGWAY, Kansas City, Mo., Southwestern Agency.
I. N. JUST, Seattle, Washington, Pacific Coast Agency.
H. M. GILES, Minneapolis, Minn., Northwestern Agency.

Fire Insurance Companies

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and
contents,

Grain Shippers' Mutual Fire Insurance Association

IDA GROVE, - IOWA

Risks in force	\$6,927,000.00
Admitted assets, Dec. 30, 1907	50,197.76
Total liabilities	4,735.00
Net assets, Dec. 30, 1907	\$45,462.76

Dividends on the basis of 80% cost.
We write Fire, Lightning and Tornado Insurance for the Grain Trade.

F. D. BABCOCK, Secretary

Millers Mutual Fire Insurance Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 Insurance last year
Paid \$116,523.11 in losses last year
Added \$20,545.96 to surplus last year
Assessed only 40% of basis rates last year

If you want the best of Insurance
at the lowest cost, write to us.

Insurance in force	-	\$13,551,441.30
Face value of notes	-	1,701,351.00
Cash Assets	-	336,888.85

GEO. POSTEL, Pres.
A. R. MCKINNEY, Sec.

Chicago Agent:
M. W. PUGIT, 740 National Life Building.

THE OLD RELIABLE



INSURES ELEVATORS
AND GRAIN

PERMANENT OR
SHORT TERM POLICIES

LANSING-MICH.

Established 1902

Tri-State Mutual Grain Dealers Fire Insurance Co.
(Inc.)

Elevator and Grain Insurance at Actual Cost
E. A. BROWN, Pres. V. E. BUTLER, V.-Pres.
B. P. ST. JOHN, Treasurer.

For rates, etc., address
E. H. Moreland, Sec'y, Luverne, Minn.

Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa

Organized 1875

INSURES MILLS, ELEVATORS,
WAREHOUSES and CONTENTS

Net Cash Assets	\$266,243.81
Losses Paid	\$1,539,403.90
Saved to Policy Holders	\$1,732,149.12

J. G. SHARP, Secretary



Grain Values

vary in country elevators. Fire insurance should also vary according to the value on hand. The



makes the cost on permanent grain insurance at the actual cost for country elevator protection. Where insurance is needed for a short time only a definite low cost per month is made which is a large saving from the short rates of other companies. For our rates write

C. A. McCotter, Sec'y

For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

THE NAME

on the ELEVATOR BELTING you buy is of more consequence than the price you pay.

ELEVATOR OPERATORS

confine your speculations to Grain

Don't experiment when buying Belting. Get the kind that's stood the test.

NOTICE THE BRAND



It's Safe; Economical; Guaranteed.

The Gutta Percha and Rubber Mfg. Co.
CHICAGO, ILLS.

Webster Machinery

**For Grain Elevators
And Flour Mills**



**Spiral and Belt Conveyors
"Acme" Elevator Buckets
Chain Belting
Friction Clutches
Shafting, Pulleys, Hangers**

Webster M'f'g Co.

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Pennsylvania Bldg., Philadelphia



Some Points
Regarding
the Day
Dust Collector
and Dust
System to
Bear in Mind

It secures a higher grade of grain and saves more of it.

THE DAY COMPANY

1118-26 Yale Place

Minneapolis, Minn.

FRICTION CLUTCHES

not only cut out running idle machines but cut out much of the expense in operating your plant. The Weller Friction Clutch is positive, safe and a power saver.



Full particulars about this clutch as well as our complete line of elevator machinery can be obtained from our catalog. A postal will bring it.

Weller Mfg. Co., Chicago, Ill.

**FOR the best of satisfaction
consign your Grain to
S. C. Bartlett Co., Peoria, Ill.**